VOL. CCXII, No. 2760

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THE SPHERE, JANUARY 3, 1953
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The curving bodies of the dancers echoing the sweep of the palm leaves against the sky . . . The enveloping richness of air whose softness is something that can be felt . . . The extravagance of a land where every shrub grows a dress-length of flowers . . . And for perfection one thing more—

NUMBER SEVEN

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Volume CCXII No. 2760 The SPHERE, London, January 3, 1953

The SPHERE

with which is incorporated THE GRAPHIC

THE QUEEN SPEAKS TO HER PEOPLES—IN THE ROOM HER FATHER AND HER GRANDFATHER USED FOR BROADCASTING AT SANDRINGHAM HOUSE HER MAJESTY DELIVERS HER CHRISTMAS MESSAGE : In clear and expressive tones, despite a fast developing cold, the Queen promised to strive to continue the work of King George V and King George VI in uniting the members of the great family of nations. Finally, she asked the people of the Commonwealth to pray for her on the day of her Coronation. It became known after the broadcast that Her Majesty's next Christmas message would be delivered from Government House, Auckland.

The Queen's Christmas broadcast began a minute or two late from Sandringham in order to enable the B.B.C. engineers to bring in a message from a Comet airliner, and it ended early because the broadcast was shorter than many delivered in the past. The Queen's was a most moving message, splendidly delivered, despite the circumstances of an approaching cold. The Queen addressed herself first to the youth of the nation and the young in heart, urging that we should keep alive the courageous spirit of adventure. Finally she said : "At my Coronation I shall dedicate myself anew to your service. I shall do so in the presence of a great congregation, drawn from every part of the Commonwealth and Empire, while millions outside Westminster Abbey will hear the promises and the prayers being offered up within its walls, and see much of the ancient ceremony. You will be keeping it as a holiday : but I want to ask you all, whatever your religion may be, to pray for me on that day—to pray that God may give me wisdom and strength to carry out the solemn promises I shall be making, and that I may faithfully serve Him, and you, all the days of my life."

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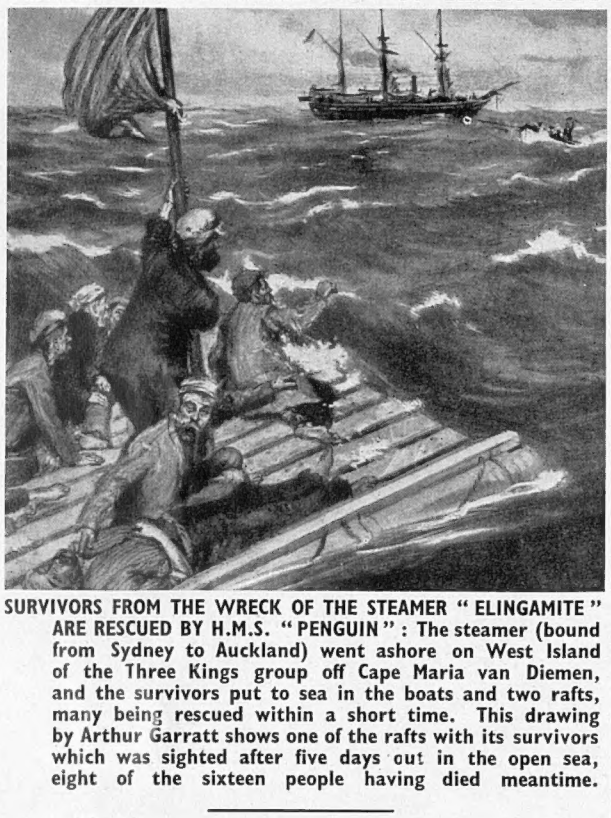
FROM "THE SPHERE" OF 50 YEARS AGO



SURVIVORS FROM THE WRECK OF THE STEAMER "ELINGAMITE" ARE RESCUED BY H.M.S. "PENGUIN": The steamer (bound from Sydney to Auckland) went ashore on West Island of the Three Kings group off Cape Maria van Diemen, and the survivors put to sea in the boats and two rafts, many being rescued within a short time. This drawing by Arthur Garratt shows one of the rafts with its survivors which was sighted after five days out in the open sea, eight of the sixteen people having died meantime.

NOTICE TO CONTRIBUTORS

Drawings.—*The Art Editor will be pleased to consider artists' specimens and has an especial interest in architectural, shipping, aeronautical, industrial and scientific subjects. It is essential that contributors have a high standard of technical accuracy, as well as of artistic merit. Artists should make an appointment with the Art Editor before submitting their work, or should write to him giving a brief description of its scope if they wish to send specimens through the post. All work should bear a short description and the name and address of the contributor, together with stamps for its return through the post should this be necessary. It is essential that the copyright of all drawings is at the disposal of the owner, as* THE SPHERE *generally publishes the work only after obtaining all rights.*

Photography.—*Topical photographs of news events and of personalities in the news will always be considered. It is absolutely essential that these are fully and accurately captioned. Negatives will not be considered and photoprints should be at least* 8 *ins. by* 6 *ins. The copyright of such pictures must be at the disposal of the sender, postage included for those sent by mail.*

Manuscripts.—*Articles and Synopses should always be sent direct to the Editor and, if possible, accompanied with illustrations and photographs. In each case the pictures should be adequately captioned. Articles are required on all subjects relating to the news of the day, ranging in length from* 750 *words to* 2,000 *words.*

IN NEXT WEEK'S ISSUE

A NEW FLEET FOR AN HISTORIC TRADE ROUTE

By JOHN MAY

WITH DRAWINGS BY CLAUDE MUNCASTER

A London Newslette

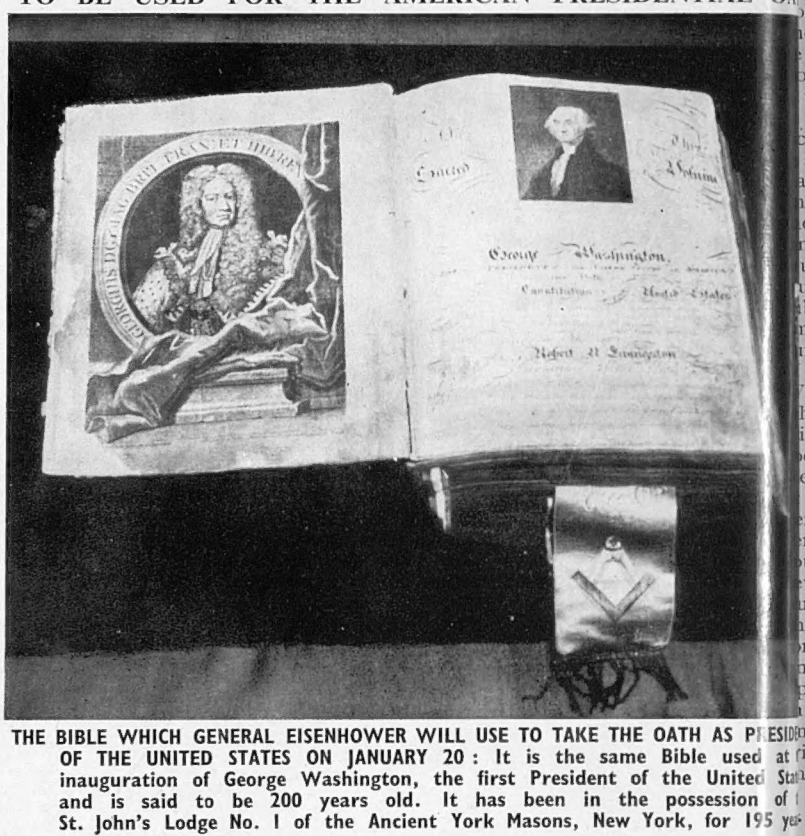
195-198, STRAND, W.C.2.

M. Pinay Had Had Enough.—France enjoyed Christmas without a Government. She is used to enjoying herself without a Government. Her President, in his frequent efforts to reassemble the pieces on the political chequer-board, had the choice of about a dozen ex-Premiers. We in England regard it as remarkable if three or four ex-Premiers are alive at any one time. But the rule of good conduct remains obligatory. It is for Frenchmen, not for Englishmen, to criticise, let alone ridicule, the French political set-up. If the French still tolerate it, it is not for us to complain of it, even though it is embarrassing internationally. I remember that in the First World War my soldier servant was a young tailor's apprentice. He went up with the advance party when we took our first duty in the Hohenzollern Redoubt. When my C.O. and I went up to the line later, we met him coming back. "Hullo!" I said, "what are you coming back for?"—"'Ad about enough of it," he replied. The "Hohenzollern" was cushy at the time. The Quai D'Orsay has not been so, and M. Pinay's courage and zeal have not been on a par with those of my young tailor's apprentice. He never lacked courage, nor feared enemy shells. He lasted longer than most modern French Premiers and made a brave, but unsuccessful, experiment in political and economic discipline. But the political parties, and perhaps the French people, wouldn't stand for it. They must eat their cake and have it. For some the plums of power, for some the plums of social welfare. But all have to be paid for in the end and no one is willing to pay. And now the parties are splitting and regrouping for another bout and the people are exercising their cynical wit on an institution which they never can bring themselves to liquidate. We may regret M. Pinay's retreat from the trenches, the more so as it is likely to lead to the fall of M. Schuman. But the West's poison may be the East's meat. The French have given Stalin his Christmas turkey, and provided us with another "teaser" among holiday puzzles.

"Ike" Himself Again.—This month the new President of the U.S.A. takes office and assumes sovereign power. That important fact should enable him to be himself again, shedding the shams, the half-truths, the equivocal pronouncements, the political expedients and subterfuges which are the traditional (and perhaps essential) small arms which carry candidates to the citadel of the White House. "To be himself again." I can only speak of his character as judged by an Englishman during World War Two. We thought him a big man, generous, broad-minded, impartial, just; a man who practised greatness in a time for greatness; a man who frowned on petty, party, national aims and strove to inculcate a spirit of unity and fellowship for a supreme common cause among the Allied chiefs under his command who sometimes were inclined to play for themselves rather than for the side. A Presidential Election is less a crusade than a dogfight, and in it few candidates escape a smear or two from the gutter mud. But the White House is clean and stands above the battlefield of parties and politicians, and there, if anywhere, a man who has won the right to live there should show his best side and reveal his finest qualities. I have a feeling that, if the qualities which "Ike" revealed as a general in the early '40's to English eyes were basic, the same qualities should direct the policies and decisions of the new President. If they do so, I wonder how "Ike" will view some of the last proposals and policies and decisions of the regime he now directs. The Abadan business, for instance, is rather a test case. *General* "Ike" took the honourable course and damned the consequences; spurned the petty, the mean, the slick and trusted in the ultimate triumph of what is right. Will *President* "Ike" be himself again and set his face against injustices and slick devices, whatever the consequences?

A Wreath for Western Civilisation.—Mr. Toynbee, in his Reith lectures, earned the indignation and the praise which falls to brave prophets who tell the truth as they see it without counting the cost in popularity. I would not say that he is a skilled broadcaster. It is a difficult art and until it is mastered, a broadcast may be boring, for the long-winded phrase does not suggest the fireside chat; rather it suggests a "paper" read before the Royal Society or a speech on a technical theme read verbatim in Parliament. But the ore was visible to those who could mine it, and some of Mr. Toynbee's arguments were whips to lash Western civilisation and warrant which merit attention. We nations of the West are getting what we deserve; we are being paid back in our own coin by the forces of Communism and Nationalism for our centuries of aggression upon the non-Western world. No party to a quarrel likes to be told that "you began it"; and Mr. Toynbee's detachment was Olympian enough to irritate what once his own side. But, no doubt, there have been the centuries been elements in our colonial policy and in the "gunboat" diplomacy of the "bad old" days which lend colour to his theories that "our sins coin," in which we are being repaid, including Nationalism and Communism made fearfully effective by Western-imported scientific and technological skill. Nothing can be truer than Mr. Toynbee's main indictment that Western civilisation is being betrayed by what is false within it, and that the abandonment of religion is being punished by the appearance of Communism as a living force sweeping in to fill the vacuum in our spiritual life. A living faith, but surely not a religious or even a spiritual force, but rather a highly-charged political force. For Mr. Toynbee seemed less reliable in his historical facts. Russian imperialism does not date from 1945, nor did China first stir in her sleep to hit back against Western aggression only in the '50's. But Mr. Toynbee's parallels with the break-up of the Roman world-dominion

TO BE USED FOR THE AMERICAN PRESIDENTIAL OATH



THE BIBLE WHICH GENERAL EISENHOWER WILL USE TO TAKE THE OATH AS PRESIDENT OF THE UNITED STATES ON JANUARY 20: It is the same Bible used at the inauguration of George Washington, the first President of the United States, and is said to be 200 years old. It has been in the possession of St. John's Lodge No. 1 of the Ancient York Masons, New York, for 195 years.

That European Army.—It came to us as something of a shock to learn how largely still the European Army for the defence of N.A.T.O. is still on paper or in the blue-print stage, how little progress has been made in what was a 1952 priority. Perhaps we rely too much on the smooth and encouraging reports which so often follow "exchanges of views." We greet at the news that they were "conducted in a friendly atmosphere" and assume that progress has been made. Germany, a key-pin, has still to overcome many political and constitutional obstacles to ratification. Belgium is weighing the cost and proposing a pooling of resources, and all the military advisers stress the growing power of the Soviet bloc and the present fearful risks with which N.A.T.O. must gamble. One might suggest a further risk, the economic conditions not known to exist in the Russian Zone. Cold and hunger are by no means always deterrents to aggression; on the contrary, they are often the most fruitful field for the propaganda of Communists and aggressors. It is not surprising if America, which pays a big part of the piper's wage, should call for a brisker marching tune. There is much to do in 1953, if even the "strategic guidance paper," lately revised to include Greece and Turkey, while stipulating that all N.A.T.O. territory must be defended, contains as yet no details or suggestions as to how it is to be done. It is no empty

emiad to observe that once more a British Corona-
n year is staged in a powder magazine. It *is* an
popular thing to say, as it was in 1911 and in 1937,
en so many Statesmen were for so many months
sely preoccupied with happier events at home.

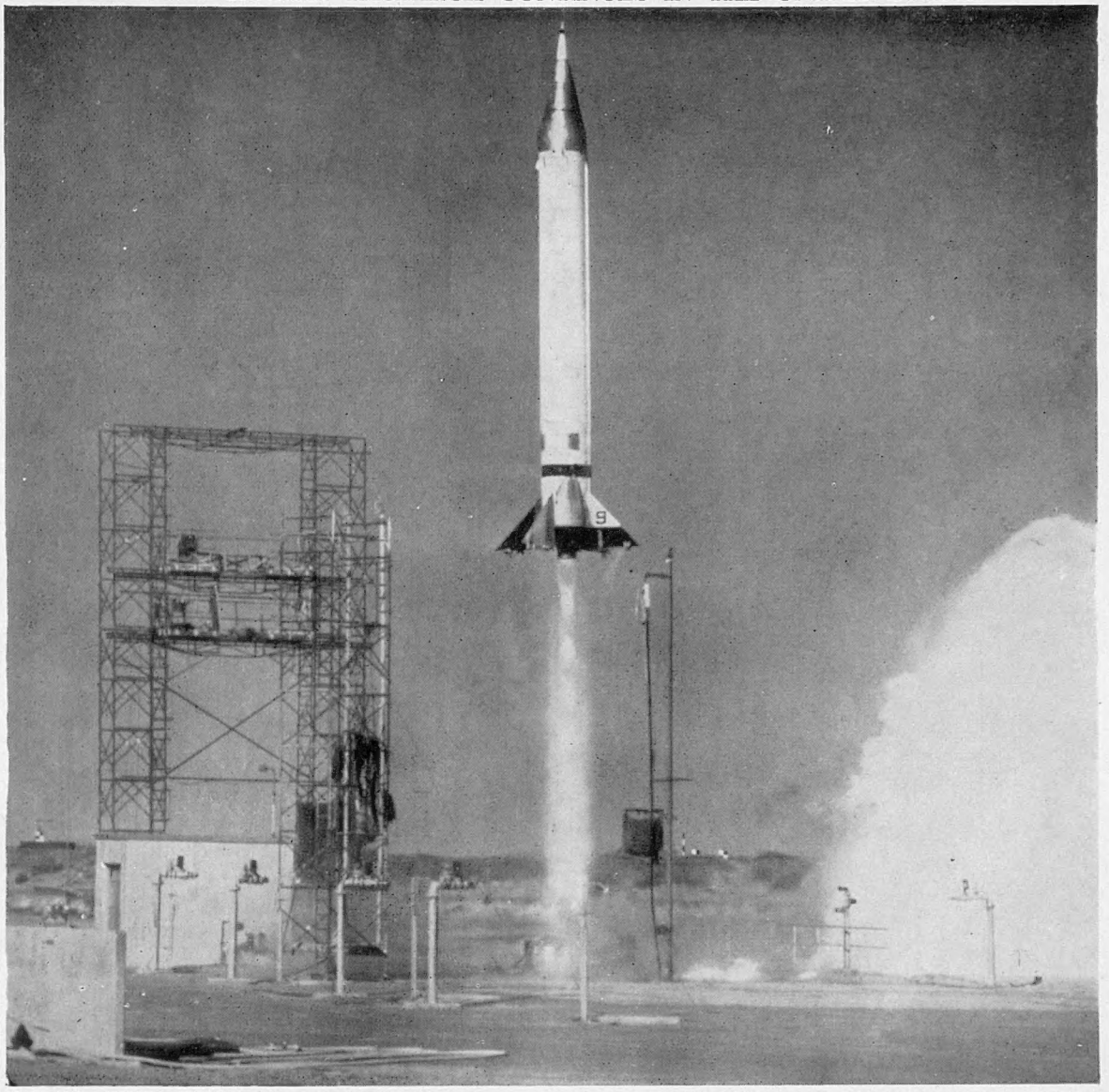
The Portsmouth Road Mystery."—e Esher terror, the Cobham horror, are explained. e ghost of the Hawkshill gunman has been laid. d, judged in retrospect, the solution was " child's- y, my dear Watson." For a year or more I have gged my car up to London, expecting an assassin's llet anywhere between Cobham and Esher, and at st forty cases of " bullets through windscreens " ve been painfully investigated by the police, with gs and other dodges of detection. There is no nman. The gunmen are an evil association of road- gs and road-men. The bullets are road shingle, rown back by speeding cars on a stretch of A3 which d been surfaced by a new process known as " open xtured carpet " ; the most careful precautions of eeping have not eliminated the risk of throw-backs bullet-sized pebbles from speeding wheels. The nman theory is totally eliminated. A school of ought remains that the strain of vibrations resulting m modern car designs and speeds may be the villain the piece. The Cobham-Esher stretch of A3 is, believe, the most congested stretch of the roads of itain. The solution suggests that the police should w devote their attention to arresting the real ghwaymen, and take a leaf from the book of those oneers in the detection and punishment of speeding, e Kingston police and Bench, which were so often the news in the late Edwardian era.

Palace Press Secretary.—Commander lville, the Palace Press Secretary, has been again der fire in the Sunday Press. It seemed that had refused permission to one of the Queen's men friends to give some " personal impressions " the Queen to an Editor of an " influential magazine " incorporate in " six articles " on the Royal Family. ccordingly, he was condemned as a " Palace Blimp." sometimes say and always feel that the post of lace Press Secretary is a very difficult and a very portant one to-day. The burning interest which e public here and in the Commonwealth and in merica takes in the private lives of the Royal Family ust be freely acknowledged and cannot be exaggerated. ut I think Commander Colville, who is no doubt bject to direction in his policy and decisions by his nployer, must apply a stricter test than public riosity. He must always enquire into the motives those who seek to satisfy that curiosity in print. hen a minor courtier breaks the vow of secrecy hich courtiers implicitly take, and rushes into print ith " intimate " reminiscences of life in Royal school- oms and drawing-rooms, that courtier is " pretty ell paid for the trouble " and is usually regarded as traitor. If the public were utterly apathetic con- rning the Royal Family's private lives and charac- rs, it is doubtful if editors, even of " influential " urnals, would ask for, let alone pay for, intimate velations. The curiosity of the public is genuine, ut it is also a dollar-earner for editors. In my view, he Royal Family in offering an inch have been too ng mulcted of an ell, in the matter of " intimacies," nd are to-day behind Commander Colville when he plied the strictest tests. There is still some virtue mystery, and if the Royal Family can rely neither their staffs, their servants nor their personal iends, they are in a worse case than the poorest of eir subjects.

Happy Families."—The " children's hour " a regular and accepted feature. It was right and ir of the *Daily Telegraph* to open its columns to a arents' Hour in its correspondence column during he Christmas holidays. Many parents who con- ibuted to the symposium during the days of peace nd goodwill painted doleful pictures of " fighting milies " instead of " happy families." Thus : Worried Parent " wrote : " We also have fighting, uarrelsome children who loathe each other. They nch each other's sweets, tear stamps from each her's albums, and try to do each other in by all eans. Yet they go to church and Sunday school nd attend good schools and are the offspring of arents who were brought up peaceably. They go nly to selected films and read only selected comics." nother " Distracted Parent " finds her family of six often almost impossible " at home. From outside he has reports on the perfection of their manners nd good nature. She argues that children can never ow their best side to their parents and that at home ey are instinctively preparing themselves in the ursery to be tough in a tough world of grown-ups. ne or two parents confess that they themselves were uarrelsome in childhood, but dared not pinch and cratch in the presence of *their* parents. They fought ehind closed doors and in the shrubberies. Thus ey too learned fortitude—and, apparently, tact. think parents deserved their " hour " and the lief of letting off steam. There must be real tisfaction in telling the world that one's brats are l beastly. The symposium, like so many conferences, eached no clear decisions or conclusions. If it white- ashes the movies and the comics, and minimises he good influence of Sunday schools, it can do no ore than vaguely hint that young human families re as prone to bark and bite as mongrel litters and hat there is nothing a parent can do to cure what is natural and instinctive preparation for holding he's own in a tough, competitive world.

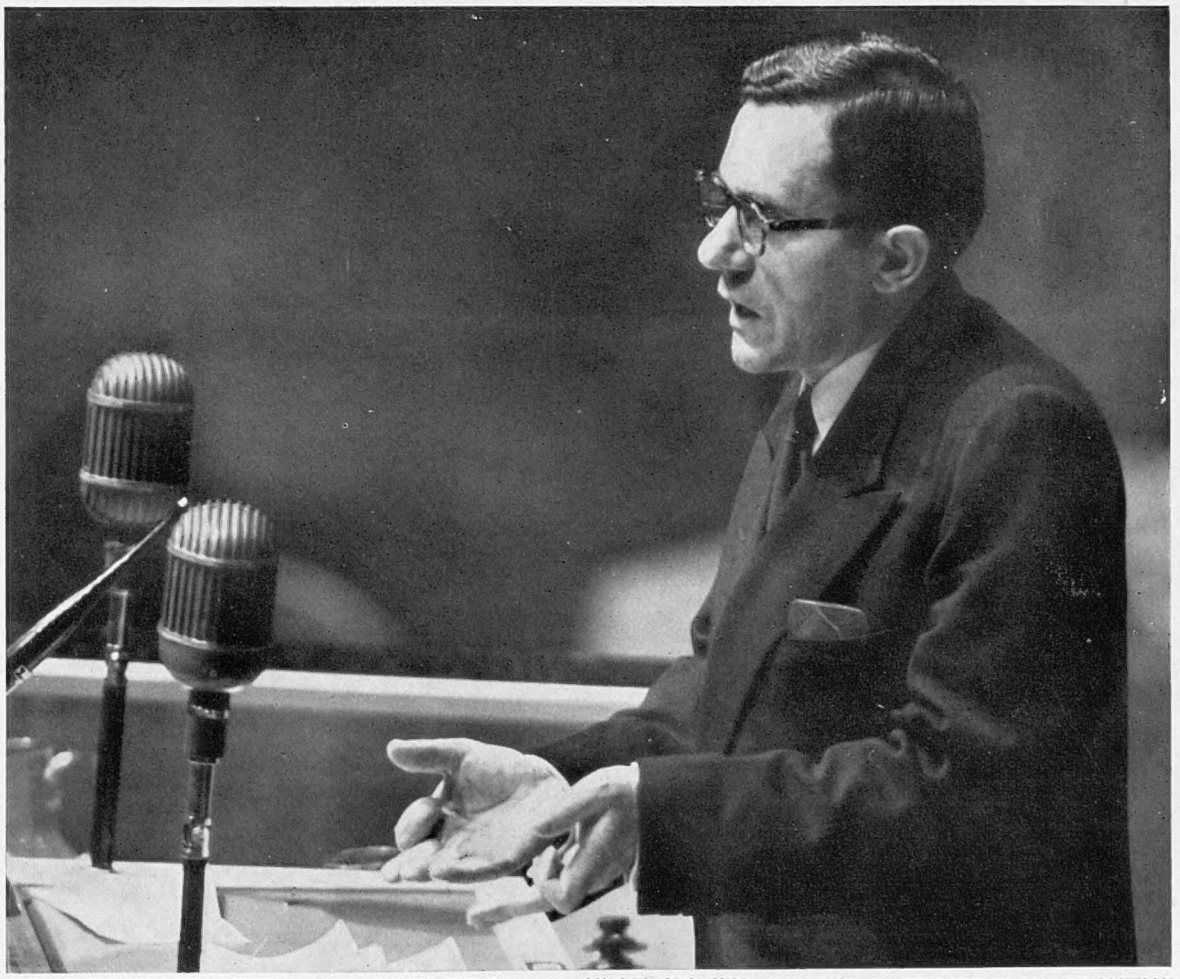
THE OLD STAGER

HIGH-ALTITUDE ROCKET RESEARCH CONTINUES IN THE UNITED STATES



THE U.S. NAVY'S VIKING NO. 9 ROCKET STARTING ON ITS FLIGHT FROM WHITE SANDS PROVING GROUND IN NEW MEXICO : It is reported that this rocket reached an altitude of 135 miles (equal to the world record for single-stage rockets) and a speed of 3,900 m.p.h. during its flight. The Viking No. 9 weighs 7½ tons and is 42 ft. long. It is one of a series of ten experimental rockets, each of which is constructed after data concerning the performance of the previous one has been studied. The first flight of a Viking rocket took place in 1949.

RUSSIA CONDEMNS AMERICAN TREATMENT OF COMMUNIST PRISONERS IN KOREA



THE SOVIET REPRESENTATIVE TO THE UNITED NATIONS, MR. ANDREI GROMYKO, SPEAKING IN SUPPORT OF HIS RESOLUTION CONDEMNING THE UNITED STATES FOR " BRUTAL TREATMENT " OF KOREAN PRISONERS OF WAR : The United Nations Steering Committee, in an emergency session during the week-end before Christmas, agreed that the General Assembly should debate Russian charges of " mass murder " of prisoners of war on Pongam Island, although preparations had been made to wind up business for Christmas. Later the General Assembly sat through the night, until nearly 5 a.m., and by 45 votes to 5 decisively rejected the Russian allegations. Ten of the Asian and Arab States abstained because of a feeling that the succession of incidents in Korean prisoner-of-war camps should be fully investigated. In a discussion remarkable for its bitterness, Mr. Gromyko, backed by a strong protest from Peking on the Pongam disorders, freely used such terms as " American executioners," " unprecedented atrocities " and " murder by the American monsters."

THE 12,500-TON LINER "CHAMPOLLION," OF THE MESSAGERIES MARITIMES COMPANY, BREAKING IN TWO ON A SANDBANK 200 YARDS OFF THE COAST OF LEBANON: This dramatic picture was taken as would-be helpers gesticulated from the shore and as the motor-launch owned by Captain Radwan Baltajis made its way through heavy seas, carrying passengers and crew to safety in Beyrout Harbour in a series of round trips, each occupying two hours. With the death of four survivors on Christmas Day the total death-roll from the *Champollion* was twenty-one. The *Champollion* broke in two with surprising speed after going aground at 3 a.m. Her 400 passengers were all asleep at the time. The vessel was engaged on a Christmas cruise to the Holy Land and was due to enter Beyrout Harbour.

PASSENGERS WHO SWAM TO SAFETY BEING HELPED UP THE BEACH: In all, seventy people jumped into the sea and fifty-five of them reached the shore, a distance of 200 or 300 yards. It seemed at this stage that no boats would be able to put out to the rescue and that the only course was to make a dash for safety through the boiling seas.

WRECK of the "CHAMPOLLION"

Heroic Rescues from the French Liner Off the Lebanese Coast

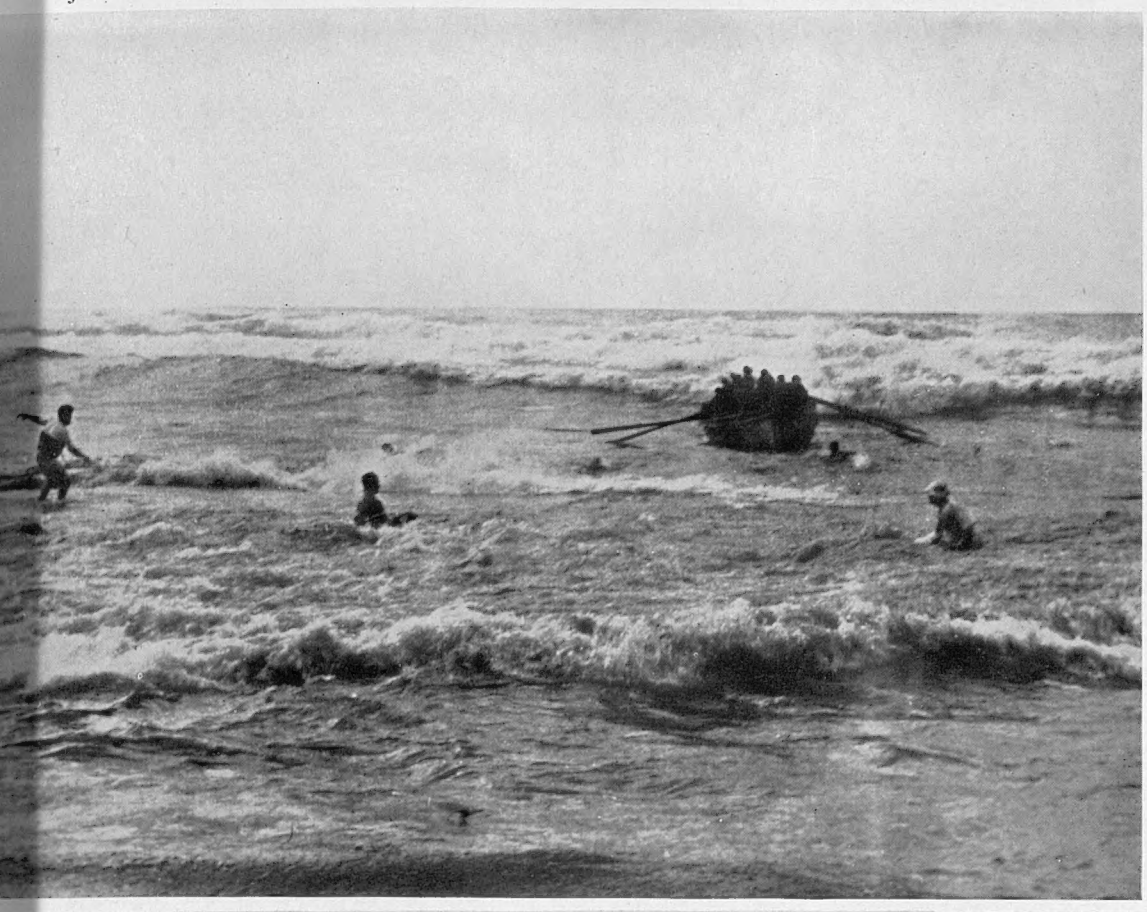
It seemed that more than 400 passengers and crew we danger of drowning when the 12,500-ton liner *Champo* bound on a Christmas cruise to the Holy Land, went agro off the Lebanese coast, only 200 yards from the shore. jar was so slight when the *Champollion* went aground that a few passengers were awakened, and it was not for some that the captain summoned them all to the main saloon.

The passengers waited calmly until dawn, and then sudd the ship broke in two. The passengers thereafter assem on the upper deck, but, despite the nearness of the shore, chances of rescue seemed to grow more remote as the wore on. The storerooms were all flooded and the seas pou mercilessly at the ship's sides.

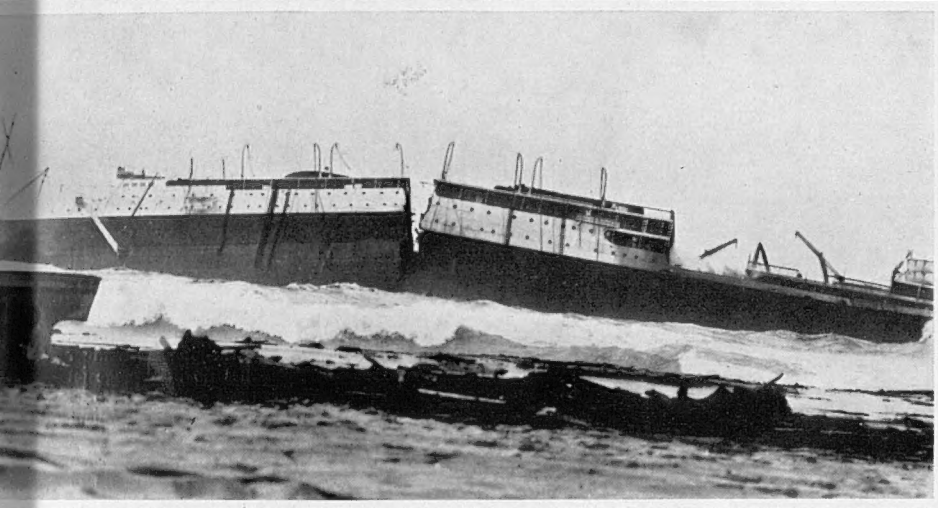
When dusk came on the first day the passengers kne prayer. A Roman Catholic priest offered to celebrate M and people of many faiths gathered round him and pra together. On the following morning, with no sign of res panic began to grip the ship. It was then that seventy pe jumped into the heavy seas and fifty-five of them rea the shore. Fifteen were drowned. At 1 p.m. a small mo launch with Captain Radwan Baltajis, the only man in it, c alongside the *Champollion* and he secured his small craf the side of the liner. Rope-ladders were thrown over the of the liner and passengers clambered down into the b The boat, packed with about fifty people, sailed back in heavy swell to Beyrout Harbour, five miles away. The ro trip took two hours. Then Captain Baltajis returned, time with a crew of volunteers. He took off another load passengers and some of the crew. He made a third trip took off more survivors, while his brother launched a smal motor-boat from the beach about 200 yards away and took about twelve people. After a second trip the boat capsize

There were still about forty sailors in the ship and, wi dusk falling, there were fears that Captain Baltajis could approach the *Champollion* again in his launch. The cre were preparing to go over the side and try to make for th beach along a cable when Captain Baltajis's launch was se heading for them once more and this time the gallant Capta removed all who remained.

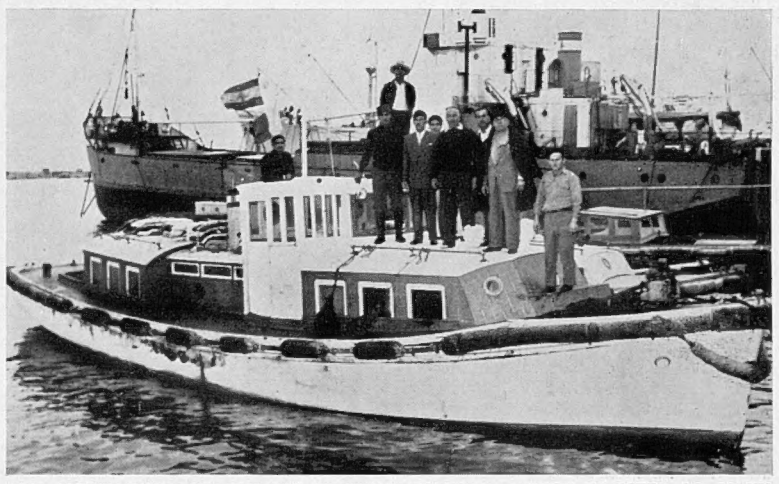
So ended, not so disastrously as it might have ende a Christmas tragedy of the seas.



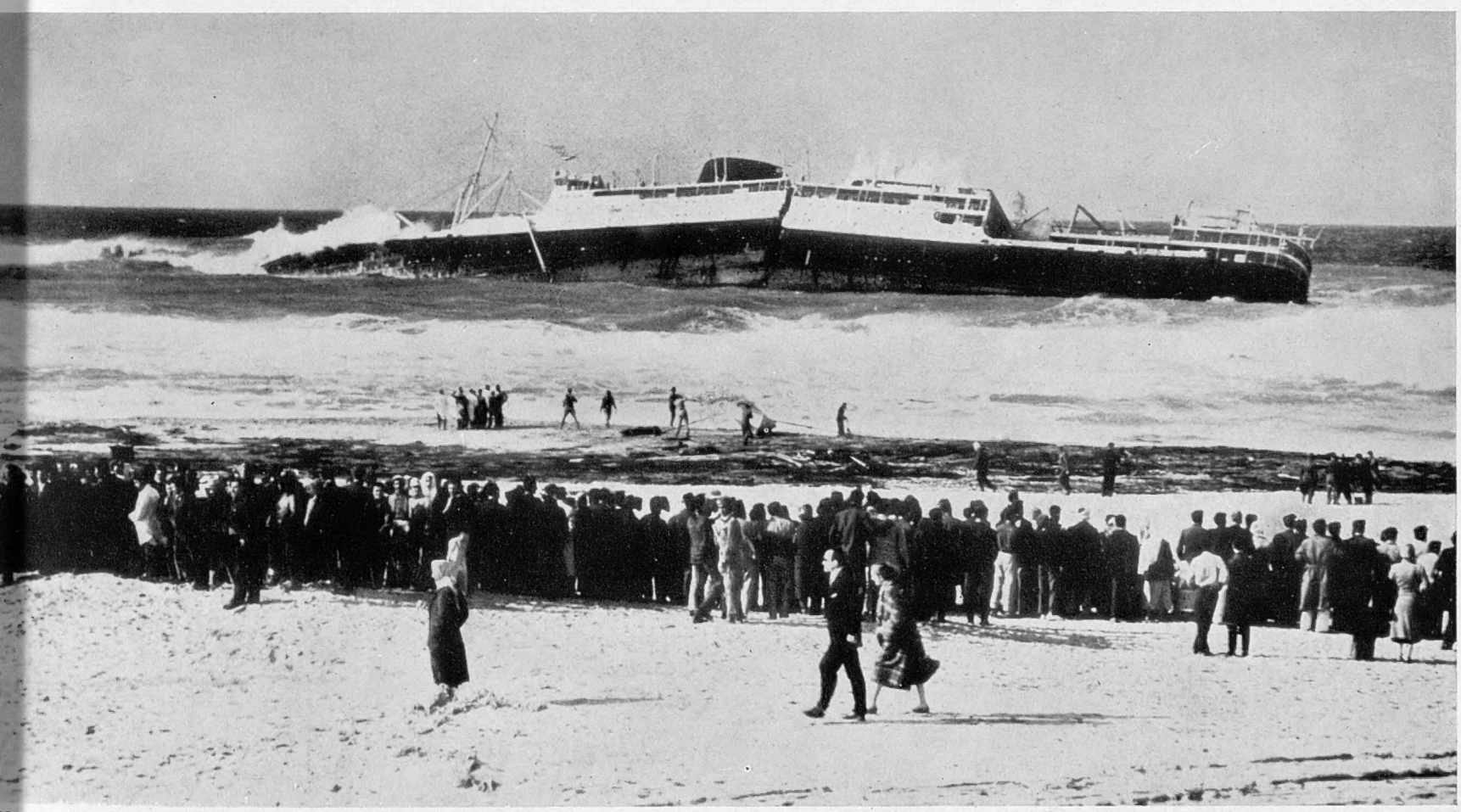
A WOMAN PASSENGER WHO MADE A SUCCESSFUL BID FOR SAFETY : She is being carried up the beach in her lifebelt after plunging through the surf from the ill-fated liner. *On left*—This lifeboat, seen approaching the shore, also brought some of the passengers and crew to safety, but the bulk of rescue work was done by one motor-boat.



HE "CHAMPOLLION" AT THE MERCY OF THE WAVES, WHEN ALL HER PASSENGERS AND CREW HAD LEFT : This twin-screw vessel, built in 1925, was one of the oldest French liners. She cost 150,000,000 francs. Her normal complement was 441 passengers and 227 crew, and she carried a small cargo. Her main run was Marseilles to Egypt. Her top speed was 19 knots.



THE MOTOR-BOAT OF CAPTAIN RADWAN BALTAJIS, WHICH EFFECTED SO MANY OF THE RESCUES FROM THE "CHAMPOLLION" : The Captain is seen on the left, and on the deckhouse are some of the volunteers who assisted him in his second and subsequent trips to the stricken liner. On the first trip the Captain went alone and succeeded in rescuing fifty people.



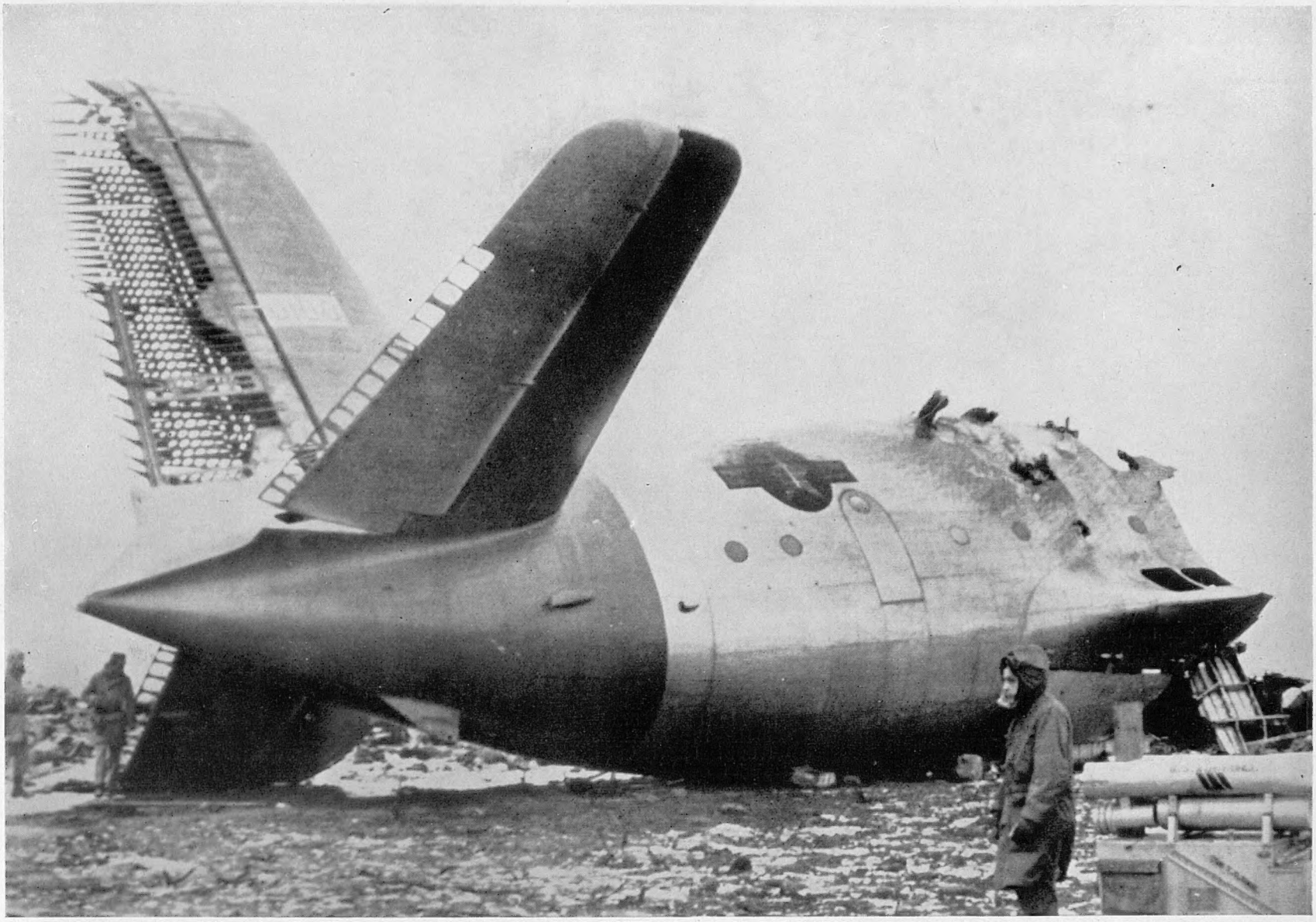
EOPLE CROWDED THE SHORELINE TO WATCH THE DRAMA OF THE RESCUE : In the middle-distance a rope is seen being secured after it has been flown to the stricken ship by a British plane. Meanwhile, heavy seas pounded over the deck of the *Champollion* and she sank ever deeper into the sandbank on which she grounded. The work of rescue by motor-boat continued, however, until all passengers and crew were removed. After the disaster a Lebanese judge opened an official inquiry.

THE R.A.F.'S FIRST CRESCENT-WING-TYPE BOMBER, THE HANDLEY-PAGE HP 80, WHICH MADE A SUCCESSFUL MAIDEN FLIGHT ON CHRISTMAS EVE—A MACHINE WHICH CAN FLY A LARGER BOMB LOAD FASTER, FARTHER AND HIGHER THAN ANY OPERATIONAL AIRCRAFT IN EXISTENCE: Neither the picture reproduced above nor that below shows the wing plan of this remarkable machine, and this is done purposely, as there are still many features of the new bomber which are secret. A notable aspect of the design in addition to the much-discussed scimitar wing, which begins by sweeping backwards and ends by sweeping forward, is the high-cocked tail plane, which has movable control surfaces on the leading edge. The hole in the tail unit appears to be an air intake, the purpose of which is not disclosed. The new machine represents the latest stage in the plan for re-equipping R.A.F. Bomber Command as an inter-Continental striking force. Bomber Command had been equipped with obsolescent machines from the end of the war until 1952, when squadrons equipped with the Canberra twin-jet light bombers were formed. Bomber Command still has no long-range jet bombers. Under super-priority orders the Command is to be equipped with the HP 80, plus the four-jet Vickers Valiant and Avro Vulcan, already on order. All three use swept-back wings in a different manner to solve control difficulties which arise at speeds approaching that of sound. The makers of the HP 80 have been congratulated on their achievement by Mr. Duncan Sandys, Minister of Supply.

And Now

THE SCIMITAR WING LONG-RANGE BOMBER

Britain's New Aerial Weapon, the Handley Page HP 80, Possesses Global Striking Power



THE WRECKAGE OF THE TAIL UNIT OF THE C.124 GLOBEMASTER IN WHICH EIGHTY-SIX MEN OF THE AMERICAN ARMED FORCES LOST THEIR LIVES—THE WORST DISASTER IN THE HISTORY OF FLYING: The aircraft, carrying 116 people, was taking off from an airfield near Moses Lake, Washington, when it crashed and caught fire. Eighty-four of its occupants, including all but one of its crew of twelve, were killed outright, and two others died later in hospital. The passengers were Servicemen, most of them from the American Air Force, who were taking the opportunity of a free ride home for the Christmas holidays on what was to be a training trip for the crew. The cause of the accident was not known and several members of Congress insisted that all Globemaster transport planes should be grounded until it could be determined whether they were mechanically defective. The disaster at Moses Lake increased to 300 the number of lives lost in a series of nine U.S. military aviation accidents since November 7 last.

THE SEARCH THROUGH THE WRECKAGE: Men of the U.S. Air Force looking into the wrecked tail section as they began the tragic task of searching for remains of the victims. All the passengers were Servicemen taking the opportunity of a free ride to their homes for Christmas. The aircraft was due to fly to Florida, via San Antonio, Texas.

THE WORST CRASH IN FLYING HISTORY

The Wreck of the Globemaster at Moses Lake, Washington State, When Carrying Men on Christmas Leave

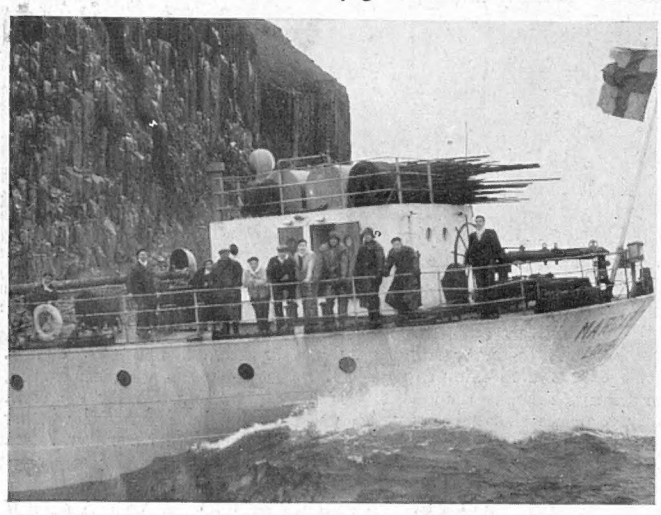
IN THE TAIL SECTION THIRTY MEN SURVIVED THE CRASH AND THE SUBSEQUENT FIRE: Charred wreckage is seen round the tail section. The fire became so fierce that only those who escaped initially had a chance of survival.

Four Generals of the United States Air Force personally sifted some of the charred wreckage of the burnt-out Globemaster after it had crashed on take-off at Moses Lake. Their task was to find out why the giant transport plane crashed, and meanwhile teams of experts made slow progress in the heartbreaking task of identifying the victims. The concensus of opinion among witnesses to the crash was that the four-engined plane rose from the runway after taxi-ing in routine fashion, but then failed to gain altitude. The Globemaster faltered apparently at a height of 100 ft., nosed downward and then crashed, fire breaking out immediately. The wreckage of the plane was scattered over an area of nearly two miles.

SURVIVAL ON THE HIGH SEAS

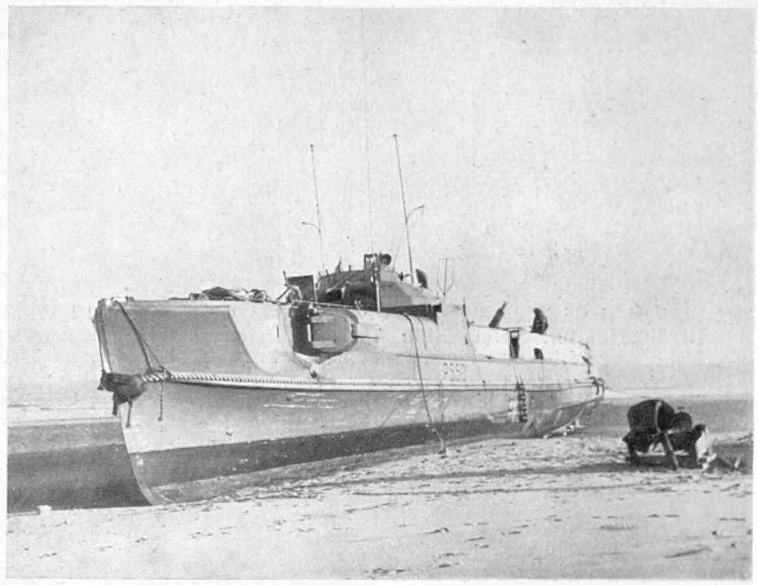
Dr. Bombard's Remarkable Atlantic Crossing; the Finnish Steamer "Margareta" and the Danish Gunboat "Haboernen" Aground

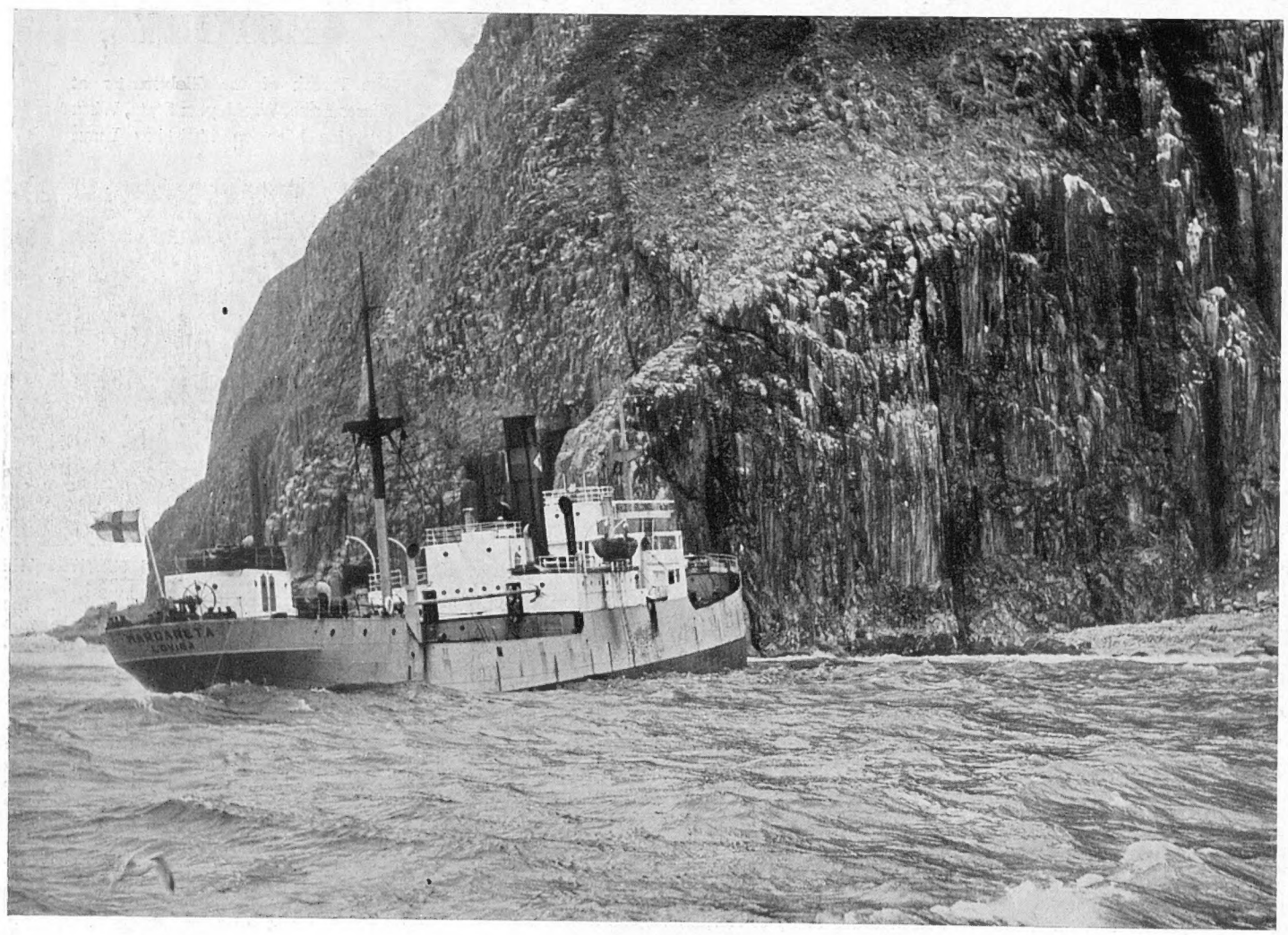
THE BEARDED DR. BOMBARD AFTER CROSSING THE ATLANTIC ALONE AND WITHOUT PROVISIONS: He is seen at Barbados, in the West Indies, on the yacht *Nymphy Errant*, where he dined with Miss Win Morgan (left), of the yacht's crew, Mr. and Mrs. Stanisland and their son. Dr. Bombard's voyage was a survival test.



SAILORS OF THE FINNISH VESSEL "MARGARETA" AWAITING RESCUE: The *Margareta*, a ship of 2,915 tons, went aground on Ailsa Craig, at the mouth of the Firth of Clyde, and the crew were taken off by the Campbeltown lifeboat the next day.

THE 15-FT. METAL RAFT "L'HÉRETIQUE" IN WHICH DR. ALAIN BOMBARD CROSSED THE ATLANTIC WITHOUT PROVISIONS: The raft is seen lying on the shore near Barbados, where Dr. Bombard arrived after a sixty-four-day voyage. His trip was made alone and he lived the whole of the time on fish caught with a mask and underwater gun or line, and on plankton caught in a trailing sieve. With the use of a press he extracted sufficient drinking water from fish. On December 10 Dr. Bombard was encountered 1,200 miles from Georgetown and about 900 miles west of Barbados by the Booker Line ship *Arakaka*. He went aboard in excellent spirits and was given a replacement for his radio battery and other supplies. At that time he had averaged about 46 miles a day against a calculated 50.





CHRISTMAS ON A SANDBANK: Six members of the crew of this stranded Danish gunboat, the *Haboernen*, aground on the Scroby sandbank, off Great Yarmouth, spent a lonely Christmas on board. The vessel went aground on December 2, and for a time was in danger from heavy seas. Four of the crew were rescued by helicopter and others were taken off by the Gorleston and Caister lifeboats, which edged their way to the shore of the sandbank in the teeth of a gale. Repeated attempts to salve the vessel were thwarted by bad weather.

On left—

THE FINNISH FREIGHTER "MARGARETA" AGROUND ON AILSA CRAIG: The ship, which was carrying a cargo of iron-ore, went aground on the south-west of Ailsa Craig, a rocky island at the entrance to the Firth of Clyde, early on the morning of December 22. She was badly holed, with No. 1 hold and the fore peak flooded, but it was some time before the master and crew consented to be taken off by lifeboat. After Christmas 700 tons of iron-ore were taken from No. 1 hold and dumped into the sea in an effort to lighten the stricken vessel's bows.

A PARENT SHIP SENDS HER SATELLITES TO SEA: This dramatic picture was taken during American amphibious exercises in Sagami Bay, Japan, while landing vehicles were launched from the centre of the dock landing ship *Tortuga* when the dock was under way. Previously there had been experiments in loading the vehicles with the dock cranes, and tests were made of water turbulence and other factors as the vehicles of the 56th Amphibious Tank and Tractor Battalion pushed out towards the shore. The *Tortuga* is a dock landing ship of 4,000 tons (9,375 tons full load), and her geared turbines are capable of giving her a speed of just over 15 knots.

AMERICA'S AMPHIBIOUS EXPERIMENTS in JAPANESE WATERS

Landing Craft Operations in Sagami Bay

On left—

UNITS OF THE 56TH AMPHIBIOUS TANK AND TRACTOR BATTALION PUT TO SEA AMID A SWIRL OF FOAM: They are leaving the aft end of the parent dock landing ship *Tortuga*, and apparently not meeting with much difficulty, despite the fact that the *Tortuga* is under way. Foam from their own propellers and from the *Tortuga's* propellers causes the white water seen in the picture.

b

THE VIENNE RIVER PENETRATES THE SUBURBS OF THE TOWN OF CHATELERAULT—A TYPICAL SCENE IN WESTERN FRANCE DURING RECENT DAYS, WHERE FLOODING HAS BEEN CAUSED BY HEAVY RAINS AND THE COLLAPSE OF DYKES ALONG MANY OF THE GREAT RIVERS OF THE WEST: The Vienne River, after which the department is named, reached its highest mark since 1913. In Bordeaux there was even more severe flooding and about 1,000 people had to leave their homes in the flooded northern district of the city, where emergency dykes built by firemen and engineers collapsed without warning. The Garonne broke several emergency dykes, and a lake 10 miles long and a mile wide formed in the Medoc area. The floods in the Upper Loire Valley reached spectacular proportions, while the Dordogne and the Tarn were also in spate.

PREMIER KHAWJA OF PAKISTAN, EN ROUTE HOME FROM THE COMMONWEALTH CONFERENCE, BREAKS HIS JOURNEY AT NICE TO STAY AS THE GUEST OF THE AGA KHAN: His Highness is seen talking to Mr. Nazimuddin about whose neck the Aga Khan had just placed the traditional garland of flowers. On this occasion the garland was composed of red carnations. The Premier alighted from his plane at Nice Airfield and was greeted by the Aga Khan and by Prince Aly Khan, who is seen in the background just to the right of his father's wheel-chair.

A Survey of the Foreign News in Pictures

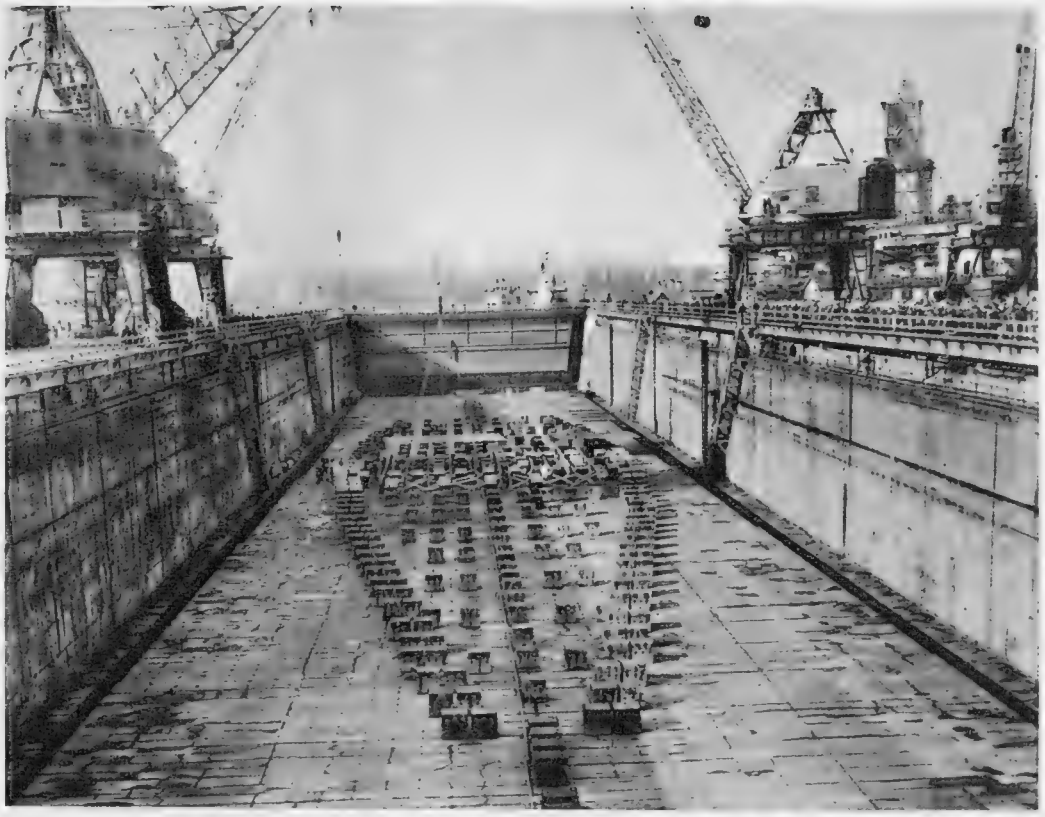
FLOODS IN VENICE AN IN VIENNE

GENERAL RIDGWAY AND HIS NAVAL COMMANDERS AT N.A HEADQUARTERS; THE AGA KHAN AND PAKISTAN'S PREM M. PINAY AND THE TUNISIAN CRISIS—A PRELIMINARY TO HIS RESIGNATION; QUEEN JULIANA UNVEILS A RESISTANCE STA

THE RISING WATERS OF THE WINDSWEPT VENETIAN GULF FLOOD THE CANALS CITY STREETS OF VENICE: The edge of Venice's Grand Canal can just discerned beneath the water, where the boat approach (left) ends. In background of this picture, towering above the high-riding gondolas, is Church of St. Maria della Salute. Fierce gales and heavy falls of snow have affected other parts of Italy, and because of rough seas which prevented stea from leaving Naples, Capri was isolated from the mainland for several

SUPREME COMMANDER, EUROPE, IN PARIS WITH HIS TWO NAVAL COMMANDE Admiral Earl Mountbatten of Burma, newly-appointed N.A.T.O. Comman in-Chief in the Mediterranean, General Matthew B. Ridgway, and Adm Robert B. Carney, Commander-in-Chief, South, on the esplanade of North Atlantic Treaty Organisation headquarters in Paris with the E Tower seen in the background. The new command arrangement in Mediterranean gives Britain the appointment she has long sought, but i indicated that this will hold good initially. Other arrangements may made later. The heavy carriers, amphibious and support forces of the Uni States Sixth Fleet will remain under the command of the Commander-in-C South. Sometimes referred to as the striking force, the Sixth Fleet primarily a force organised for the support of land campaigns in Southern Euro

HE TRIAL OF THE STRUTHOF CAMP DOCTORS : Drs. Haagen and Bickenbach in the dock at Metz, where they are before the Military Court on charges of having used members of the Struthof Concentration Camp as guinea pigs. The trial has had many unsatisfactory features, and not the least of them has been the length of time necessary to prepare the case against the six doctors, only two of whom have been present in court. The prosecution has been faced with the difficult problem of determining what was injected into the arms of the victims, and Dr. Haagen has even claimed that his motives were humane. He wished to discover, he said, a 100 per cent. certain vaccine against typhus. He had on several occasions made himself seriously ill by self-inoculation during his career of medical research. He concluded by saying : "If the war had lasted I would have succeeded in finding the formula I sought. Everybody would have been the beneficiary." Both doctors have admitted departure from the highest principles of their profession.



FORGING ANOTHER GREAT WEAPON IN THE ARSENAL OF DEMOCRACY : This is the first plate in course of being laid for the U.S.S. *Saratoga* (the most powerful warship ever constructed) at the New York Naval Shipyard, Brooklyn. Mr. Dan A. Kimball, the Secretary of the Navy, laid the keel-plate, in the presence of 5,000 construction workers and naval officials. Before he affixed his signature to the keel-plate with a die the plate was swung into place by steel cables suspended from a 75-ton crane. Mr. Kimball referred to the vessel which is a sister-ship of the U.S.S. *Forrestal*, now under construction at Newport News, Virginia, as "the second large carrier which the Congress has authorised to defend the United States and the safety of freedom-loving people everywhere."

QUEEN JULIANA OF THE NETHERLANDS STANDS BEFORE THE MASSIVE STATUE EPITOMISING THE RESISTANCE, AFTER CONDUCTING THE UNVEILING AT THE JONAS DANIEL MEYERPLEIN IN AMSTERDAM : The statue commemorates the February strike of 1941 which broke out spontaneously in the Netherlands when the Germans started to take away Jewish citizens to concentration camps. The statue, showing an Amsterdam dock worker of massive build, is the work of the Haarlem sculptor, Marie Andriessen. In this picture Queen Juliana is flanked by her husband the Prince of the Netherlands and the Burgomaster of Amsterdam, J. d'Ailly.

EMERGING FROM THE ÉLYSÉE PALACE—THREE LEADERS OF THE FRENCH GOVERNMENT ARE MET BY AN ANXIOUS PRESS : M. Pinay, the French Premier, Jacques Gavini, Navy Secretary, and Louis Deplat, Minister of Justice, are seen, from left to right, outside the Élysée as reporters waited to hear what they had decided regarding the Tunisian situation. After this momentous meeting it became known that the Bey of Tunis had surrendered to the French ultimatum and affixed his Royal seal to the decrees he had definitely rejected only five days before. These statutes, which now have force of law, are the first in a series of basic reforms which the French have been offering the Tunisians for almost a year, but which did not go far enough for the Tunisian Nationalists. A few days later M. Pinay's government resigned.

PRISONERS OF UTTAR PRADESH STATE, INDIA, ARE SET FREE TO ACT AS LABOURERS ON THE CONSTRUCTION OF THE NEW CHANDRAPRABHA DAM, FORTY MILES SOUTH-EAST OF BENARES : Prisoners from all over the State were taken to the site of the new dam, where they were given all kinds of amenities ; later they will be allowed to marry and lead a normal family life. In this picture the prisoners are seen preparing the site for the new dam and *on right*, carrying out their ablutions in a near-by river. Uttar Pradesh's Chief Minister, Govind Ballabh Pant, inaugurating the new venture, said that the scheme was a unique experiment in India. Drawn up by the Irrigation Department, the new water project at Chandraprabha, in addition to irrigating 24,000 acres of new land, will supply water to 43,000 acres of land now serviced by unreliable watering facilities. Further, the dam will protect 30 square miles from being flooded by the Chandraprabha River, which has its origin in the remote Vindya Hills, and which dries up during the summer.

A FISHERMAN IN A 20-FT. OUTBOARD MOTOR CANOE LANDING A FINE STURGEON FROM THE OTTAWA RIVER: The sturgeon here average 40 lb. each and are caught on night-lines baited with pork. Harry L. Donaldson, a sixty-one-year-old retired mining-engineer, has built up a flourishing business in caviare production from these fine fish.

CAVIARE FROM CANADA

A New and Flourishing Industry which has Sprung Up on the Ottawa River and the Lakes Surrounding North Bay, above Lake Huron

When the Canadian mining-engineer Harry L. Donaldson decided to retire five years ago he devoted his time to producing his favourite delicacy—caviare. Hitherto only Russia had been successful in producing caviare of a really high quality, for the German, Scandinavian and American varieties had always been considered coarse. But after a year experimenting, Donaldson succeeded in producing a caviare which is said to be the best in the world.

Later on, with financial backing, he was able to organise camps for catching sturgeon along the Ottawa River and the lakes surrounding North Bay. For some time he travelled from camp to camp teaching the tough Canadian fishermen the correct way of killing sturgeon and of removing and processing the roe. It was also important that the flesh should be properly treated, for this, too, was of considerable marketable value. The tail of the sturgeon is cut off and the fish bled, so that the blood does not clot and spoil the flesh.

Donaldson had discovered the secret—or secrets—of processing sturgeon roe to produce caviare of the finest quality. Errors in processing the roe had ruined previous Canadian attempts to produce this delicacy. The old method, said Donaldson, left the caviare too dirty, salty and gummy.

BUTCHERING, CLEANING AND PACKING STURGEON ON THE RIVER'S EDGE: Only a few of the sturgeon will contain roe, but the flesh also is a commodity of considerable value, much sought after in centres like New York. Connoisseurs say that the caviare coming from this part of Canada is equal to that produced anywhere in the world.

THE SOURCE OF CAVIARE—A STURGEON FROM THE RIV OTTAWA: The sturgeon is a native of both sid of the Atlantic. In the United Kingdom it is irregular visitor to the estuaries and sometim ascends the rivers. An Act of Parliament Edward II constituted the sturgeon a "ro fish" belonging to the Sovereign; but the L Mayor of London claimed such as were tak from the Thames above London Bridge.

In the meantime Mrs. Donaldson had organised packing plant. A small white frame building behi their suburban North Bay home was taken over a equipment installed. Now Mr. and Mrs. Donaldso and two other full-time employees handle the ye round business in the plant.

One of the Donaldson supervisors travels each d from North Bay to the fish camps, which are with a 50-mile radius of the town. On his arrival in t camp the supervisor watches while the previous da catch of fifty or sixty huge sturgeons, averaging 40 l each, are killed and dressed, and the sturgeon ma prepared for shipment to New York. The fish bring an average price of about 7s. a lb. on the New Yo market, and is retailed at three times that amount.

The roe which has been removed from the sturge is processed in the field by the supervisor, up to t point where the salt is added as a preservative. Th supervisor rubs the roe through a rough wire scre to separate the fat; cold water is then added to cle the caviare, impurities are hand-picked out wi tweezers and the roe is carried back to the plant f further processing.

Out of a catch of fifty sturgeons only three mig contain caviare roe. This is one of the reasons for th fabulous price of more than £6 a lb. for caviare i America. The fish are caught on lines which are la out every night, baited with pork fat. The fisherme travel up and down the river from camp to fis lines and from camp to the nearest highway i 20-ft. freighter canoes.

On his return to the plant the supervisor drai the excessive moisture from the caviare, it is weighe and packed in jars, hermetically sealed, and sterilise in a steam steriliser. The hermetic sealing and th steam sterilising are other closely-guarded secrets i the Donaldson organisation.

SIEVING STURGEON ROE TO REMOVE THE FAT: The roe is then washed with water and impurities are picked out by hand. Later comes the process of salting.

OPENING A FEMALE STURGEON TO REVEAL THE VALUABLE ROE: The tails of the fish have been removed to prevent the blood clotting and spoiling the flesh. The sturgeon roe itself has to be most carefully processed to produce caviare of really high quality.

REMOVING HANDFULS OF SOFT STURGEON ROE: The roe is processed at the fishing camps, up to the crucial point where salt is added as a preservative. It is then transported to the plant which completes its transformation into caviare.

TAKING STURGEON FROM A RIVER PEN WHERE THEY ARE KEPT ALIVE: A stock of sturgeon is built up in the pen and killed off only every other day, for it is important that processing the roe should begin immediately after the fish are killed.

A CANADIAN FISHERMAN ABOUT TO KILL A STURGEON: One deft blow with the hammer and the fish is dead. The sturgeon is a bottom-feeder, grubbing about with its long snout in the sand and mud to seek out worms and other invertebrates.

2,500 REINDEER GATHERED IN A CORRAL AT LAPPBERGET, NEAR KIRUNA, THE SWEDISH IRON-ORE CENTRE NORTH OF THE ARCTIC CIRCLE: The Laplanders base their entire economy on the reindeer herds, the beasts affording them transport, clothing, footwear, meat, milk and companionship. During the summer months the herds roam the mountain pastures, and in the winter they are rounded up, corralled, sorted according to brand marks and returned to their owners. Picking out the individual animals demands great skill with the lariat. The herds are broken up by division and sub-division until eventually all individual owners are satisfied. Attempts are now being made to reintroduce the reindeer into Scotland, where it once roamed at will, and an experimental herd has been started in the Cairngorms.

THE ANNUAL REINDEER ROUND-UP IN LAPLAND

After a Summer Spent Roaming Freely in the Mountain Pastures the Branded Animals are Returned to Their Individual Owners

UNWILLING, THE REINDEER RETURNS TO ITS MASTER: A young member of the herd being sorted out. All reindeer, whether male or female, have antlers. Full-grown reindeer in Europe usually reach a height of about 4 ft.

WITHIN THE CORRAL DURING THE ANNUAL ROUND-UP: *Left*—With their lariats across their shoulders, the Laplanders paused for a hot drink before a log fire during an interval in the work. *Centre*—A Lapp woman, in a bright red, blue and yellow dress, watches the menfolk at work. *Right*—This Lapp chieftain, resplendent in a cockaded headgear and a massive belt with a dirk, has almost the aspect of a medieval woodsman.

THE SEA DART BEGINS HER TRIALS : This delta-wing water-based fighter, which has been ordered in bulk by the United States Navy, is seen in the above two pictures engaged in taxi-ing trials prior to flight trials on the waters of San Diego Bay, California. This revolutionary type of fighter is equipped with hydro skis for better rough-water landing and take-off performance. The plane has delta wings and has vertical fin and rudders, also triangular in form, but there is no horizontal tail structure. The United States Navy authorities declare that the plane represents a successful blending of the high speed of a land plane's performance with the inherent versatility and mobility of a water-based aircraft. The revolutionary Sea Dart was designed to expand the air defence perimeter of fleets at sea and bases ashore. The makers are Convair (Consolidated Vultee Aircraft Corporation), whose main base is at San Diego.

Aviation News

THE DELTA-WING SEA DART HAS HYDRO SKIS

The First of the Thunderstreaks

The First Comet Sent for Export

THE FIRST THUNDERSTREAK : This is the production model of the sleek new high-speed swept-wing F-84 F jet fighter, which the Republic Aviation Corporation is now beginning to produce in quantity for the U.S. Air Force. Officially listed in the " over-600-miles-per-hour class," this new fighter is expected to set records for speed, range and load-carrying ability. The production facilities of the Republic Aviation Corporation are devoted entirely to the production of military aircraft for the armed forces. At the beginning of 1952 five N.A.T.O. nations also had Republic aircraft, and the F-84 was then selected for large-scale production. Republic Aviation Corporation has various other military aircraft projects which are still on the secret list.

On right—

PROBABLY THE FIRST FOREIGN PILOTS TO FLY THE COMET : Pilot M. L. Loubry and Captain Jean Pierre Villaceque at the controls of the Comet at Hatfield before flying the plane to Le Bourget, Paris, for delivery to the French Company, Union Aeromaritime de Transport. This is a Series Ia Comet. Union Aeromaritime connects Paris with French Equatorial Africa and Indo-China. Union Aeromaritime's terminal points are Abidgon, Brazzaville and Saigon. Other early purchasers of the Comet from overseas were Canadian Pacific Air Lines, and now at last the Americans have entered the field with orders for the Avon Comets. A Comet airliner first flew in the summer of 1949, and the second aircraft flew exactly one year to the day after the first. Since then machines have rolled off the production line steadily.

SNOW ON THE BATTLEFIELDS OF KOREA

WHERE BRITISH TROOPS ARE FIGHTING WITH THE UNITED NATIONS FORCES AND TO WHOM ALL THOUGHTS HAVE BEEN TURNED AT CHRISTMAS AND IN THE NEW YEAR

A BRITISH COMMAND POST IN THE KOREAN FRONT LINE: During December heavy snow fell in the battle area, the tents, the hillsides and the sandbagged bunkers being shrouded in a glistening pall of white. There is colder weather to come yet, but the troops are well provided against sub-zero weather, special clothing, stoves and trench heaters being available. In the winter of 1950 conditions in Korea were very different, with much of the warm clothing being delayed en route to the front line. *Below*—The rugged terrain where fighting has been taking place during the past months. In the foreground are the United Nations positions and in the background Communist positions.

A BEND OF THE IMJIN RIVER, THE MOUNTAINOUS TERRAIN NEAR THE 38TH PARALLEL, WITH A LIGHT COVERING OF SNOW AND THE RIVER STILL FREE OF THE COMPLETE COVERING OF ICE WHICH WILL OVERLAY IT IN A FEW WEEKS' TIME: This picture, taken in December about two miles from the front line, is rather reminiscent of another bend on the same river where, in 1951, the heroic Gloucesters made their stand, so many of them being captured after three days and nights of fighting against hopeless odds, and some of them breaking out of the Chinese grip in the last phases of a battle which captured the imagination of the world.

A TASTE OF SUB-ZERO WEATHER IN THE KOREAN FRONT LINE BEFORE CHRISTMAS: Men of "A" Company the King's Liverpool Regiment on duty during the December spell when there was 34 degrees of frost. *Left*—Brewing up the tea outside a dug-out on the battlefield. *Right*—Observing the enemy from a forward position.

YEW-TREE TARN, ON THE MONK CONISTON ESTATE, SEEN FROM THE SLOPES OF TOM HEIGHTS, WITH HOLME FELL IN THE BACKGROUND : The National Trust has recently purchased Yew-Tree Tarn, covering 19 acres, thus adding another valuable property to those it already holds in the Lake District. Fir Island, on the east side of Coniston Water, High and Low Arnside Farms, the Nibthwaite Woods and Peel Island are all nationally owned or else covenanted.

ON WINTRY HEIGHTS

SCENES IN THE LAKE DISTRICT AND THE HIGHLANDS AT THE TURN OF THE YEAR

Below—

CLIMBERS ENJOYING A PERFECT DAY ON THE SADDLE, THE PEAK RISING FROM GLEN SHIEL IN WESTER ROSS : In the background is the striking mass of Ben Sgriol, which reaches to 3,196 ft., and in the far distance there is a glimpse of sunlight on the Sound of Sleat. The Mountains of Skye, the celebrated Cuillin, are still farther beyond.

BIRMINGHAM EXPERIMENTS WITH THE MULTI-TYPE SCHOOL—AN ARTIST'S IMPRESSION OF THE GARRETTS GREEN SCHOOL, WHICH IS AT PRESENT UNDER CONSTRUCTION ON A SITE IN THE RAPIDLY DEVELOPING MUNICIPAL HOUSING AREA NEAR THE EASTERN BOUNDARY OF THE CITY : As a multi-type school, Garretts Green will provide lower, middle and upper schools which would be capable of being recast, if necessary, into three separate units, for grammar, modern and technical education. Three separate entrances have therefore been planned, complete with foyers giving direct access to each assembly hall. The woodwork and metalwork accommodation have been planned as a separate block in order to eliminate noise nuisance to other classes. Garretts Green will be completed in about three years.—*Special* SPHERE *drawing by Victor Coverley-Price.*

COMPREHENSIVE, COMMON, OR MULTILATERAL?

Some Varied Plans for the Future of Secondary Education in Britain

By M. L. JACKS, M.A.

(*Director of University of Oxford Department of Education*)

This is a time of momentous change in Secondary Education in this country, and slowly but surely the schools envisaged in the Education Act of 1944 are coming into being, although not so swiftly as everyone could wish. In this article M. L. Jacks, leading educationist at Oxford, discusses some of the varied plans for the future of secondary education in Britain, and on the following pages attention is focussed on London's Comprehensive Schools. It may be that through the Comprehensive School, indicates Mr. Jacks, "we can devise a better instrument of secondary education than we have yet known. It remains to be seen." He urges experimentation.

THERE is a very general assumption that the Comprehensive School is the same as the Multilateral School and the Common School. This is not so. The Multilateral School is a selective school which gives a many-sided education, and which provides for its pupils a wide variety of courses : probably the best example of this type of school to-day is the Public School, but that is very far from what the supporters of the Comprehensive School regard as desirable. The Common School is a school which provides a common education for all the children, whatever their social class or antecedents, who live in the neighbourhood which it serves : this education need not be multilateral, and may be limited in scope to perhaps one or two possible courses. This type of school might be described as comprehensive in personnel, but not in curriculum. The Comprehensive School proper is both : it comprehends among its pupils all children in its area, and it comprehends in its curriculum all courses which their needs demand : it endeavours to provide under one roof for all the educational needs of the entire child population which it serves. It is selective neither in personnel nor in curriculum : the Common School is non-selective in the first, but may be selective in the second.

We have had little experience in this country of the Comprehensive School in its proper sense, but some educational authorities are now considering it as perhaps the best means of providing that secondary education for all according to age, ability and aptitude, which was one of the outcomes of the 1944 Education Act. The alternative is the provision of separate schools to meet the needs of different types of ability and different aptitudes : this is more in the educational tradition of this country, has been recommended by various official and unofficial reports, and now finds expression in what is known as the "Tripartite System" : under this, children are allocated at approximately the age of eleven to one of three types of secondary school—the Grammar School, the Secondary Technical School, and the Secondary Modern School. The last two are new types and have to be created ; the creation of the Secondary Modern School has been going on apace, while that of the Secondary Technical School has hardly begun.

This is the solution of the Secondary School problem which has won most general acceptance throughout the country. It is estimated that the Grammar School provides the right education for approximately 15 per cent. of the child population, and the Technical School for approximately 10 per cent. ; the Modern School is thus left with the formidable problem of working out the right curricula for the remaining 75 per cent. These figures are of some importance when we come to consider the probable size and nature of the proposed Comprehensive School. They show that it will have to be a large school : the Grammar School "stream" will have to have a sixth form of adequate size, and experience has shown that this cannot be achieved with fewer than about 300 pupils : if these are to form 15 per cent. of the school, the total number of pupils will be 2,000. This is the figure for its Comprehensive Schools which the London County Council has accepted in its development plan : secondary education in its area is to be provided by 103 Comprehensive Schools, most of them of 2,000 pupils each. It is also the minimum figure which has been accepted in the U.S.A., where this type of school has been common : some of the Comprehensive Schools there number as many as 5,000 pupils, or even more.

This large size is a strong point in the case against such schools : it is argued that a child needs a small, manageable community in which to grow up, and that these "mass production educational factories" will not provide that, nor will they provide that intimate contact between teacher and pupil (and particularly between head teacher and pupil) which is such a valuable part of education. To this it is replied that in an egalitarian age the large and unselective community is the right community for the growing child, and that it provides the best training ground for life in a modern democracy : it is only in such a community that the necessary levelling-out can be achieved, and that class-distinctions in childhood can be eliminated : the Comprehensive School alone ensures equal opportunity in education. It will be noted that these are social rather than educational arguments, and sometimes they take on a political colour. They are plausible, but they make certain dangerous assumptions. Is a levelling-out at this stage necessary for a modern democracy, particularly when it means, as it always does, a levelling-down ?

The U.S.A. has shown clearly that the comprehensive system has meant a lowering of Grammar School standards (it is for this reason that the whole system is now being called in question by the best American opinion) : can we afford, can any modern democracy afford that probable waste of its best abilities ? Would the children in a Comprehensive School have equal opportunities in education, and how does the mere fact of having them all under one roof guarantee that ? The opportunities offered to the small minority of Grammar School boys or girls of making the best of themselves would almost certainly be reduced ; and how could the Modern School child, who will be leaving his Comprehensive School at the age of fifteen, enjoy equal opportunities of occupying positions of leadership and responsibility with his Grammar School brother who will be staying on till eighteen ? And would class-distinctions be eliminated ? Would they not rather be brought inside the school, where they would be much more harmful, instead of being kept outside ? The experience of the U.S.A. is that this is precisely what happens, and that you get a school divided into social cliques. Nothing could be much more vicious than that.

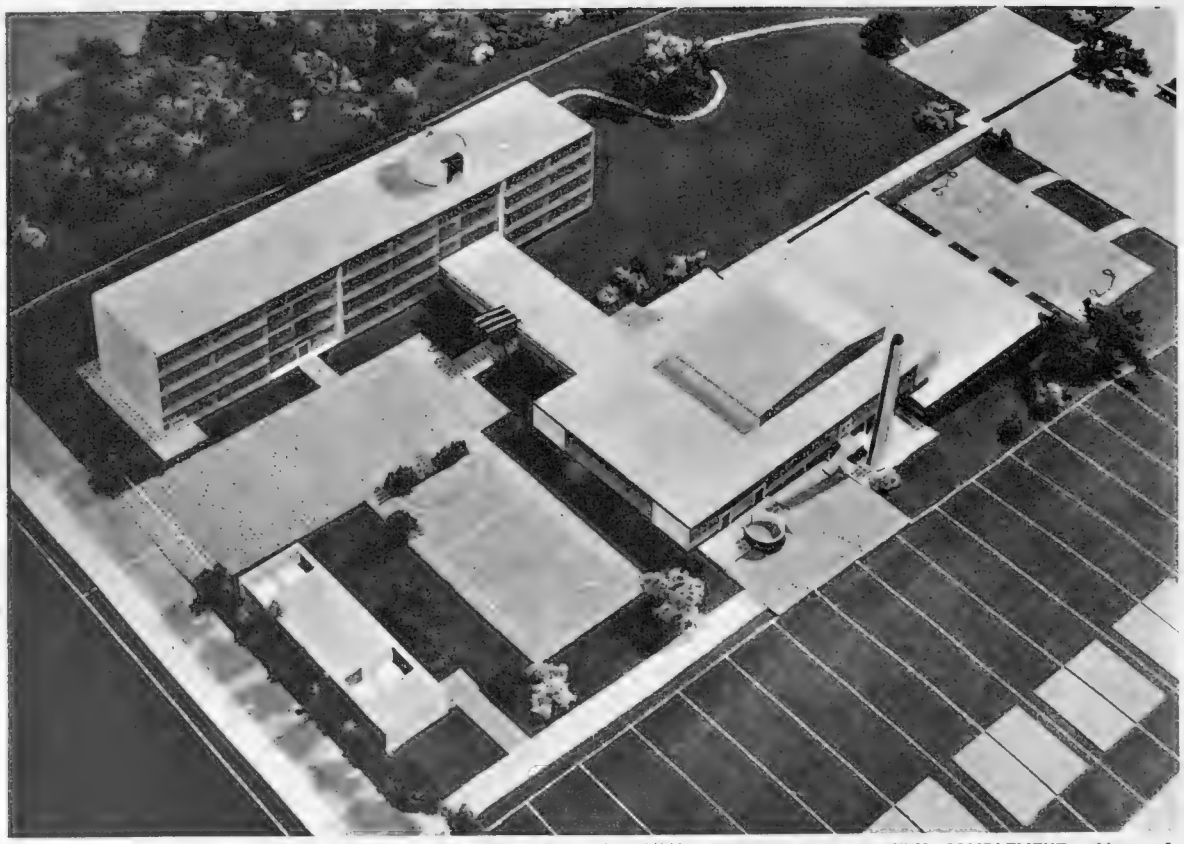
An educational argument which is brought forward by the supporters of the Comprehensive School is that it would do away with the decisive examination at the age of eleven, which the tripartite system involves, that transfer later on from one stream of the school to another would be easier than transfer from one school to another, and that selection for the three streams would be more reliable than the present selection at eleven. Anything to do away with the eleven plus examination is to be welcomed, but would it be done away with ? Presumably there would have to be some test for allocation to the different streams, and those children allocated to the Modern stream might still suffer from a sense of inferiority ; and in those circumstances would the proposed inter-stream transfer be easy ? We do not yet know the answers to these questions, and it is important not to indulge in wishful thinking.

It seems that the sensible thing is to try more than one experiment and to see what kind of a Comprehensive School we can in fact work out in this country. It may be we could devise a better instrument of secondary education than we have yet known. It remains to be seen.

LONDON'S FIRST COMPREHENSIVE SCHOOLS

The Foremost County Education Authority in the Land Plans to Combine the Grammar, Technical and Modern Schools in an Imaginative Comprehensive Scheme

By Richard Edmonds and H. C. Miller
WITH DRAWINGS BY VICTOR COVERLEY-PRICE



THE LONDON COUNTY COUNCIL'S MODEL FOR THE NEW LEWISHAM PRENDERGAST COUNTY COMPLEMENT : Most of London's new secondary schools are to be fully comprehensive. This County Complement will form a comprehensive unit in conjunction with the associated voluntary school, Lewisham Prendergast. The new school for 1,190 girls has three main elements, a teaching block, an assembly hall block, and a physical education unit. It is hoped that the two partners forming the comprehensive unit will seek ways of developing a close association in their daily work, and also in sport, social and other communal school activities.

AT a time when the London County Council, foremost county educational authority in the land, is making detailed plans for administering the first of its Comprehensive Schools, at Kidbrooke and Woodberry Down, it is opportune that this much debated and imaginative system of education should be very clearly defined and well understood by all those who are going to see the system in action in the next few years, exerting its vital impact upon a new generation and setting the pace, no doubt, for other education authorities who are waiting to see the result of London's bold experiment.

Definitions are not easy in respect of the Comprehensive School ; for it is a mode of education upon which the changes can be rung in infinite variety. It is in essence, however, a school which provides for all the secondary education of the area in which it is situated, always excepting the handicapped and the educationally sub-normal, and in this comprehensiveness it differs from the system currently in force in the public sector of education in England, where there are three types of secondary school—the grammar, the modern and the technical. It would appear at first sight to differ also from the prevailing Scottish system, which allows for two types of secondary education, senior secondary (providing a large number of courses leading to the Scottish leaving Certificate and admitting all pupils judged capable of profiting) and junior secondary (admitting all others).

But in Scotland, in many towns in the Scottish provincial areas, there has never been anything other than a single school for all secondary education, and these schools have been abundantly successful.

Now it must not be thought for one moment that the system obtaining in Scotland will obtain in London, but the argument is advanced merely to show that what is being planned for London (and in Coventry for that matter) is not so alien as some would aver, and that it is indeed something very different from a transatlantic importation of doubtful pedigree, although achievements in the United States, in Sweden, and in Switzerland are at the same time being watched with interest.

To carry the definition of the Comprehensive School a stage further, the aim of the system is to foster a more closely-knit society by providing for London one type of secondary school rather than three, in which all young people can work and grow up together. As Margaret Cole has said, children are not divided by nature into three separate types. The system of grammar, technical and modern schools, with all the stress that is laid on the social superiority of the first-named, would seem to be based upon the idea that children are so divided, and, most remarkable of all, that that division can be achieved by arbitrary selection at the age of eleven years.

The truth is that children cannot be educated in watertight compartments. They must mix freely one with another, and as they pass through the Comprehensive School together their various capacities must be assessed, and they must be given work to do according to those capacities.

In due time we shall see the Comprehensive High School taking its pupils from a large number of Primary Schools at about eleven years of age, and this without competitive examination for entry.

How will the pupils fare when they reach these new schools ? Let us quote the Chairman of the L.C.C. Further Education Sub-Committee :

> Because the Comprehensive School will be large it will be able to command the services of a large number of teachers of ability in their special subjects, and to provide scientific, technical, sports and artistic equipment of high quality. The bookish boy will be able to see with his own eyes what real experts can teach him about working with his hands ; similarly, the boy whose chief ability is manual will be in contact with a fine library. Thus, though as the children grow older they will gradually begin to specialise, this specialisation will not mean that they become disintegrated and lose touch with the rest of life. "Sixth Forms" will contain children of all types of ability, artistic, intellectual, craft, or what you will.
>
> *Within the school* for teaching purposes there will be all sorts of grouping—classes and sets for various purposes and abilities. *A comprehensive school does not mean comprehensive classes* ; it does not mean that young Einstein will have to learn his arithmetic with children who count on their fingers, though, if his ear for foreign languages is very poor, as it may be, he may sit with quite a few of them in a French set. There is no end to the possibilities. Also, the school will be divided for social purposes ; there will be "houses" and maybe smaller groupings within the houses—we shall see. At all events, there will be some units to which the "new boy" can feel that he belongs, while at the same time he is part of a larger world—a great school of which he can be proud as any Etonians of Eton.

That is indeed an admirable summing-up, and, it could surely be said, one providing grounds for optimism.

Under the London School Plan of 1947, which was a direct outcome of the Education Act of 1944, it was decided that London should have 103 comprehensive school units, of which sixty-seven are planned as actual Comprehensive Schools. Fourteen of these schools are included in the building programme for 1950-51 to 1953-54, among them Woodberry Down, which will be a mixed school for boys and girls, with 1,360 pupils, Kidbrooke, which will have 2,210 girls, and Strand, which will have 2,080 boys.

In this Comprehensive School plan all the twenty-seven County Grammar Schools will be included, and it is sometimes argued that the absorption of these schools will be a loss to London. The mainly bookish education of the grammar schools, the social status they enjoy, are, however, alien to the principles of the Education Act, demanding, as it does, a closely-knit society.

This combining of grammar, technical and modern schools is going to mean very large schools, of which Kidbrooke will be quite one of the largest, though even the largest will not be so greatly superior in size to Manchester Grammar School, with its 1,400 pupils, Eton College or George Watson's, Edinburgh.

Now how will these large schools be able to operate successfully, in such a way that the individual touch between teacher and pupil is there at hand in the vital formative years when a boy or girl tends to follow in the footsteps of a teacher they look up to and admire ?

An effective solution lies in the tutorial system, and the London County Council, which has been picking its way with forethought in these matters since long before the Education Act, can point to the Wandsworth Grammar School for Boys as an example of this system in practice, though it is not to be supposed that Wandsworth in its present form is a comprehensive unit, for here the Modern stream is lacking.

Under the tutorial system every boy entering the school is placed permanently in the personal charge of one member of the staff. The system allows the tutor to talk to all the boys under his care collectively on their problems and difficulties, or individually, and they have the chance of personal chats with their tutor in the same way. As in all schools a record card is kept of each pupil from the time he enters the school until the time he leaves. This card includes details of the pupil's home life and a careful watch is kept for any problems outside school which might affect the pupil's work and life generally. This tutorial system has been in operation at Wandsworth for sixteen years, and it can be claimed that it is the perfect answer to the argument that a school of 1,600 or 2,000 pupils prevents all proper contact between headmaster and pupil. It would seem that the tutorial system provides something even better. A personal surveillance from start to finish, with the tutor carrying out the liaison between head teacher and pupil.

If Wandsworth Grammar School has been one of the pilot schemes relating to one aspect of the Comprehensive

THE LIBRARY OF A LONDON SECONDARY SCHOOL : Often the pupils take a hand in organising the library, and sometimes the teacher in charge adds to the popularity of the room by creating a more pleasing arrangement of furniture. A well-stocked and thoroughly up-to-date library can be a most effective force in a school.

School, it can perhaps be said of Walworth Secondary School, situated in one of the drabbest corners of South-East London, that it has been the pilot scheme *par excellence*; for everything has been against it from the start and almost everything has gone right with it in practice. Walworth is described as an interim comprehensive school for boys and girls.

Just over five years ago the wall dividing the Girls' from the Boys' Central School at Walworth was broken down and the buildings united to form one of several schools in the London area devoted to experimental work in preparation for Comprehensive Schools.

Certain limitations were automatically imposed on the experiment by the exigencies of the post-war educational situation. The old and inadequate accommodation and equipment have been a brake on development, and whereas the Comprehensive School of the planners was to be non-selective in its intake, Walworth was obliged to see those children deemed most suitable for an academic education "creamed" off into existing grammar schools. The boys and girls admitted to Walworth, then, range from "Grammar Marginal," through "Central" to "Modern."

For the first two years at Walworth the pupil follows a common school curriculum embracing those basic subjects which appear on any grammar school timetable. The range of subjects is widened, however, by handicrafts such as woodwork, leatherwork and bookbinding, which give scope for the development of skills additional to those demanded in a purely academic tradition. This is an important aspect of work with children whose intelligence and verbal ability are rated low on entry. For the girls, too, there are all the elements of good housecraft to be studied.

The first two years are regarded as a "diagnostic" period when the pupil's natural talents and ambitions are to be discovered. During this period, although the children are graded by forms, there is no indication given them of the relative positions of forms, and an attempt is made to disperse ideas that they are failures or "backward" because they have not succeeded in gaining entry to the Grammar School.

In the third year a process of sorting out is begun on a basis of school assessment, parents' wishes and children's ambitions and partialities, and although the core of the curriculum is still the same for all children, a bias begins to make itself felt in one of several directions. This bias becomes more evident in the fourth year, and by the fifth year it can more justly be said that the child is now pursuing one of the following courses:

1. *Academic.*—The academic side to the school leads to the General Certificate of Education at Ordinary and Advanced levels. It is flourishing and successful; and when it is considered that all the children concerned were categorised at the age of eleven as not being suitable for a grammar school course, the advantages of the Comprehensive system will begin to be realised. Children develop at different rates, and Walworth provides opportunities for those who find their academic feet at a later age than eleven to make their way on to the right path.

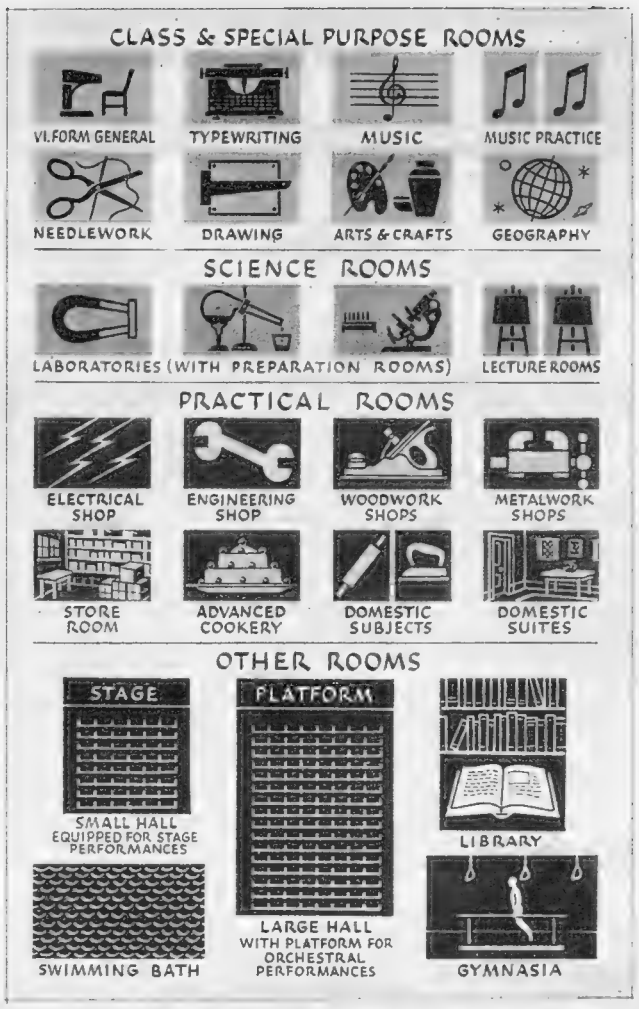
2. *Technical.*—For the boys who find their ability centres in the use of their hands, or who want to become craftsmen or technicians, there is a course based on metalwork, woodwork, technical drawing, auto-engineering, applied mathematics, etc. For the girls there are courses in dress-making and embroidery and in Domestic Science and Mothercraft; and attached to the Domestic Science centres there is a small but fully-equipped and furnished flat for use in the courses followed.

3. *Commercial.* — This course, though intended primarily for girls, is also open to boys wishing to prepare for a commercial career. It includes accountancy, book-keeping, shorthand and typing, and general commercial studies, and leads to Royal Society of Arts qualifications as well as General Certificate examinations. But this course, like the others, is not isolated from the general development of the school, and is now sending girls on into the sixth form to broaden their education before entering the world of commerce.

One of the virtues of the comprehensive system is that at almost any stage the pupil can change his course. The boy who began with no interest in books and a desire to be a mechanic begins, perhaps, in his fourth year to discover new desires and powers in himself; he wants to take School Certificate in a range of "academic subjects" and perhaps go on to advanced literary studies. The school makes every effort to help him to fit into the new course, and the staff make many sacrifices to make the dreams of children and parents come true. Changes of this kind are in theory, of course, possible under the tri-partite system of secondary education, but under this system the changes mean a definite interruption of the school career; the tri-partite system does not allow a partial try-out in a new course.

A further virtue of the Comprehensive School as exemplified at Walworth is the way in which elements of different courses can be integrated into a whole which suits a particular child. No longer are all children regarded as of three types only—academic, technical and "modern." It is realised that a child may have a high verbal facility leading to a love of and ability for literary study, together with a gift for or intense interest in handicrafts. At Walworth there are possible numerous combinations of subjects to fit the individual child's needs.

There is no gainsaying that in its internal life Walworth has achieved much and holds out a hope for the future of all Comprehensive Schools. In its external life it has been no less successful, for the impact upon the neighbourhood has been vast. At one time there were considerable gangs in the Walworth area, gangs of young boys and of young men, wreaking havoc upon the neighbourhood, spreading insecurity and disharmony. To-day those elements in Walworth have vanished or are vanishing. The school is in a measure the centre of the community, and it may well be that in the years to come all the Comprehensive Schools of London will have such a status in the eyes of those who live around them. That, at any rate, is the belief of those who are pushing ahead with their fast-maturing plans and who, in a host of ways, are hammering out an organisational policy to secure the smooth running of the new schools. The great efforts that are being made by the L.C.C. to solve the mainly technical problems—such as internal traffic within the schools and the composition of the Governing bodies—indeed augur well for the future of Secondary education in the London area.

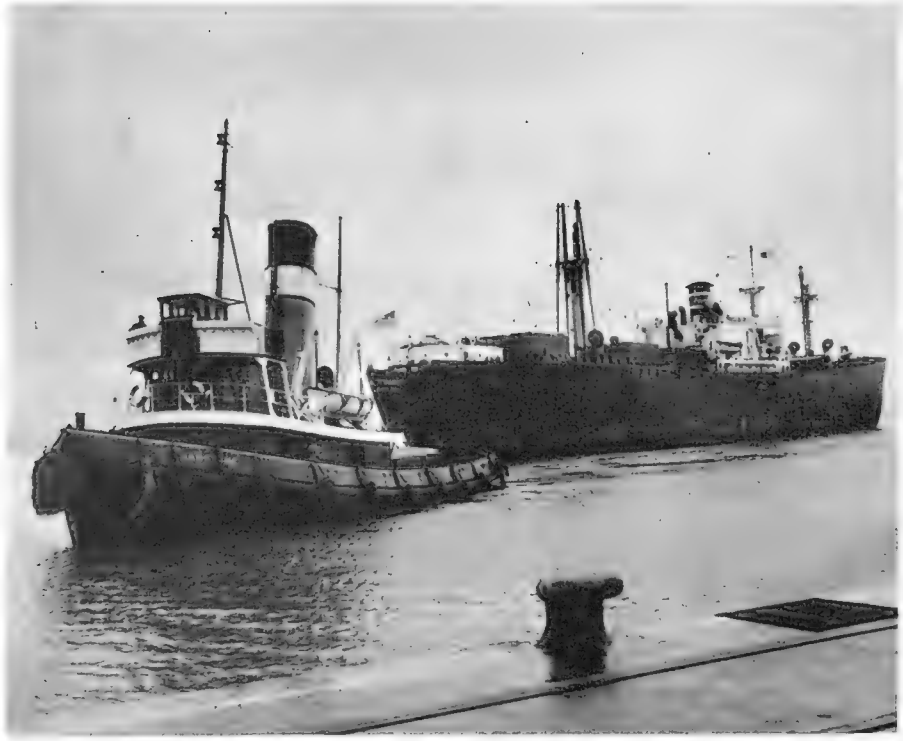


THIS DIAGRAM SHOWS THE ACCOMMODATION IN A TYPICAL COMPREHENSIVE HIGH SCHOOL FOR 1,250 BOYS AND GIRLS: The large and small halls, equipped for stage and concert work, will play a very vital part in comprehensive school life.

A VISION OF THE NEAR FUTURE—AN ARTIST'S IMPRESSION SHOWING SOME OF THE FEATURES OF THE COMPREHENSIVE SCHOOL PLAN: Some readers may recognise the Kidbrooke area in this drawing, and the building design shown certainly conforms to the Kidbrooke design. Kidbrooke and Woodberry Down comprehensive schools will be opened in 1954, and their organisation, equipment and administration are all now receiving close attention by the L.C.C. Advisory committees are being appointed for each new comprehensive school to form the nucleus of the governing bodies and help to steer them through the first period of development. The large central building with the curved roof shown in this drawing is the assembly hall.

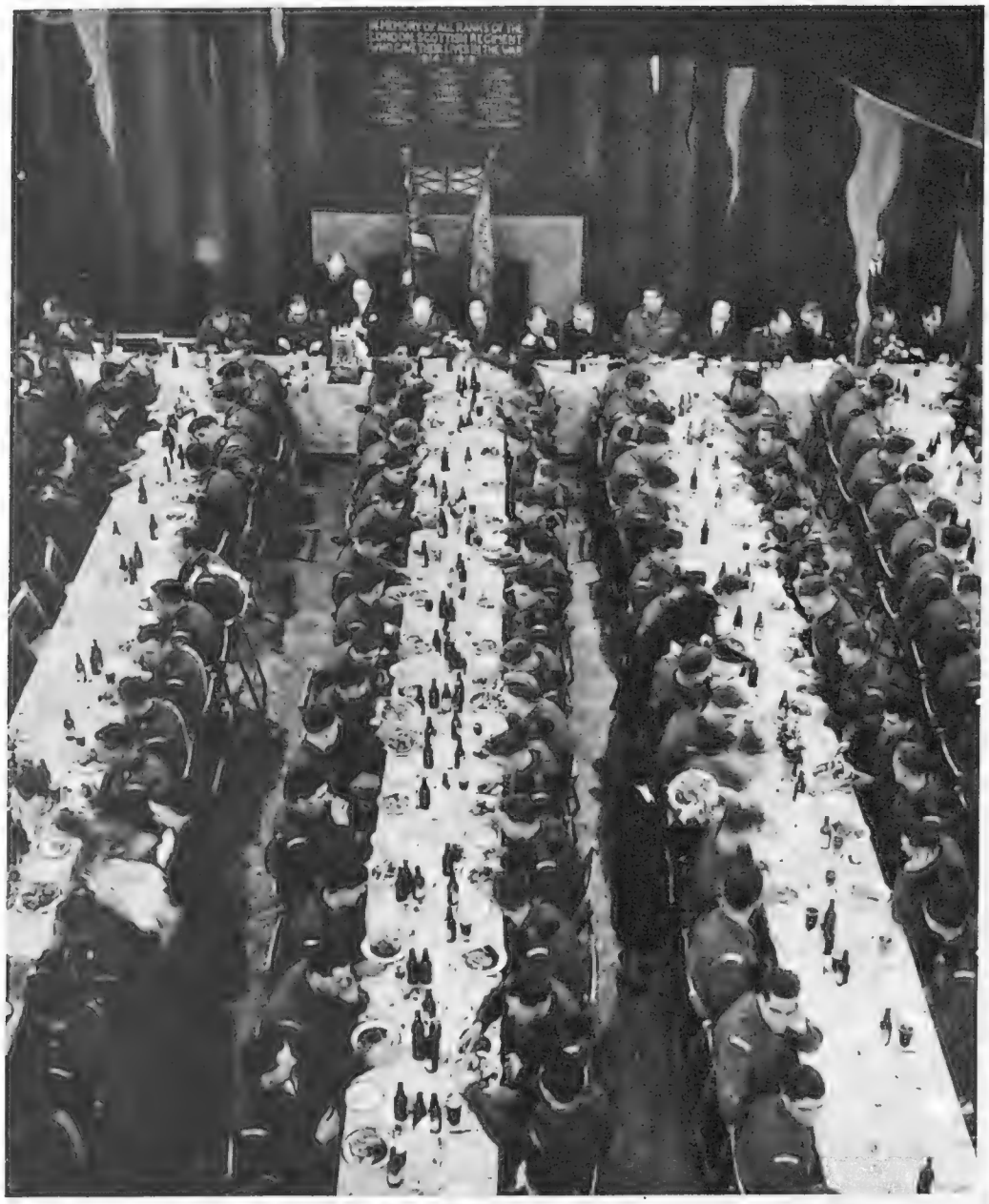
HOME NEWS AT THE YEAR'S END

Ships in Distress; Pageantry for the "Diehards"; the New Editor of "Punch"; more Coronation Plans; Lord Nuffield's Resignation; Hunting in Scotland



THE AMERICAN LIBERTY SHIP "COLUMBIA TRADER" BEING TOWED INTO SOUTHAMPTON DOCKS AFTER LOSING HER PROPELLER IN THE ATLANTIC: The vessel was bound from New York to Bremerhaven carrying a military cargo of trucks, cranes and earth-moving vehicles when the mishap occurred, about 750 miles south-west of Land's End. There were no casualties, and soon afterwards the French tug *Abielle No. 26*, a sister-ship of the tug which took part in the *Flying Enterprise* rescue, succeeded in getting a line on board and brought the vessel to safety. The *Columbia Trader*, of 10,859 tons deadweight, is owned by the West Coast Trans-Oceanic Steamship Company and is at present under charter to the American Military Sea Transportation Service. She has a speed of about 10 knots and carries a crew of thirty-six.

ONE OF THE RESULTS OF THE GREAT STORM THAT SWEPT THROUGH THE UNITED KINGDOM ON THE NIGHT OF DECEMBER 17: These landing-craft were blown ashore at Rhu, Dunbartonshire, by a wind which in places reached 111 m.p.h. Near by, two more landing-craft were aground and other vessels broke their cables and took a severe buffeting. In Lancashire workmen at Atherton sheet metal works ran for their lives as the building began to lean under the force of the gale, and as they watched, the roof and walls fell in, severely damaging the machinery. All round the coasts there was considerable damage, and in Southampton the liner *United States* was blown against the quay wall.



OFFICERS AND MEN OF THE 1ST BATTALION THE MIDDLESEX REGIMENT BEING ENTERTAINED TO LUNCHEON BY THE MIDDLESEX COUNTY COUNCIL AT THE HEADQUARTERS OF THE LONDON SCOTTISH IN BUCKINGHAM GATE: The 1st Battalion the Middlesex Regiment, or the "Diehards" as they are more popularly known, were, with the Argyll and Sutherland Highlanders, the first British troops in action in Korea, from which country they have recently returned. The Friday before Christmas was a day of pageantry for the unit; with Colours flying and bayonets fixed the "Diehards" marched through the streets of London and through Admiralty Arch, a privilege extended to the unit in commemoration of their close association with the aircraft-carrier H.M.S. *Unicorn*, in which they sailed to Korea. At a parade held on Horse Guards Parade, Lord Latham, Lord Lieutenant of Middlesex, presented the unit with twenty silver bugles as a gift from the people of Middlesex. *On right*—Lieut.-Colonel R. A. Gwyn, Commanding Officer of the Battalion, speaking at the luncheon held in Buckingham Gate. On the right are Lord Latham and Mr. W. J. Grimshaw, J.P., Chairman of the Middlesex County Council.

THE DUKE AND DUCHESS OF GLOUCESTER ARRIVING AT THE CARLTON CINEMA FOR THE PREMIERE OF THE FILM "HANS CHRISTIAN ANDERSEN": The film stars the American comedian Danny Kaye and a new star, Jeanmaire, a ballerina, and is a fantasy woven around the great storyteller, Hans Andersen. The premiere of the film was held in aid of the Scottish Veterans' Garden City Association. The Duchess of Gloucester had recently arrived back in London from Liverpool, where, as Colonel-in-Chief of the King's Own Scottish Borderers, she welcomed the officers and men of the 1st Battalion back from Korea. The Duchess was in Liverpool one day longer than she had planned, as the ship carrying the men was a day late in docking because of bad weather.

A DRAWING OF THE ROYAL CANOPY WHICH IS TO BE THE CENTRE-PIECE OF THE ROYAL BOROUGH OF KENSINGTON'S CORONATION DECORATIONS : The Borough Council have appointed the architect, James Gardner, to design their Coronation decorations. The Royal Canopy seen above is to be mounted over the Kensington Road in the Palace Gate area. It comprises three rows of red masts carrying two canopies in red and white fabric, with end drapes of sulphur yellow against green. Two smaller canopies will be suspended over the footways. The motifs displayed on the Royal canopy are the Kensington Crown and the Royal Cypher in golden black, surrounded by a gold wreath. Kensington's public buildings are also to be decorated.

A STRUCTURE WHICH MAY BE USED FOR CORONATION DECORATIONS : This skeleton dome which has been erected near the North Gate of Regent's Park is to serve as a test edifice for London's Coronation decorations. If the experiments which are to be conducted satisfy the Ministry of Works chief architect, Mr. E. Bedford, similar arches built of tubular steel will be erected, possibly in the Mall. The prototype seen in this picture was erected to enable the planners to see how long such a framework would take to build. Other experiments which will be conducted now that it is built will determine its load-bearing properties and other statistics.

On left—
MR. MALCOLM MUGGERIDGE, FORMER DEPUTY EDITOR OF "THE DAILY TELEGRAPH," WHO SUCCEEDS MR. C. KENNETH BIRD AS EDITOR OF "PUNCH" : Mr. Muggeridge, who was born in 1903, has had a long and varied career in journalism. He joined the editorial staff of the *Manchester Guardian* in 1930 and represented that newspaper in Moscow from 1932-33. Later he became Assistant Editor of *The Statesman*, Calcutta, served on the London *Evening Standard*, and from 1946 to 1947 was the *Daily Telegraph's* correspondent in Washington. Mr. Bird, who will continue to draw for *Punch*, has been its Editor since 1949.

On right—
THE BRITISH MOTOR MAGNATE, VISCOUNT NUFFIELD (EXTREME RIGHT), WHO HAS ANNOUNCED HIS RETIREMENT, LISTENING TO MR. LEONARD LORD, HIS SUCCESSOR : This picture was taken at the first annual meeting of the British Motor Corporation at the Morris Works at Cowley, Oxford. It was here that Viscount Nuffield announced his retirement. At the same time he said that he had agreed to undertake the office of honorary President of the British Motor Corporation.

FOX-HUNTING NORTH OF THE TWEED : Young Fiona Henderson making friends with one of the pack before the Lanarkshire and Renfrewshire Hunt moved off after the meet at Barochan House, Houston. *On right*—Moving off from the residence of Mr. and Mrs. Henderson at Houston. The country hunted lies almost entirely in Renfrewshire, where fences are chiefly stone walls. Since the war much work has been done in getting down wire, and the country is reasonably open.

FROM STRATFORD TO AUCKLAND

ANTHONY QUAYLE TAKES HIS SHAKESPEARE MEMORIAL THEATRE COMPANY TO NEW ZEALAND AND AUSTRALIA

The Director of the Shakespeare Memorial Theatre, with a company of forty is now on his way to New Zealand to inaugurate the new policy which he has planned. This will allow a Stratford-upon-Avon company to tour while a second company does the Stratford season. This year, Anthony Quayle himself leads the touring company which will not return until autumn. Meanwhile, he leaves direction of the Memorial Theatre in the hands of his Assistant Director, Glen Byam Shaw. A first-rate "second company" has been assembled, so that there should be no falling off in the success which Mr. Quayle has brought to Stratford. Michael Redgrave, Peggy Ashcroft, Marius Goring and Yvonne Mitchell are four of the leading players who will soon be preparing for the opening of the season in mid-March. The New Zealand-Australia tour begins in Auckland at the end of this month. Some members of the cast will be returning to their homeland. Rosalind Atkinson was born in Wellington, and Leo McKern, his wife (Jane Holland) and Keith Michell are Australians.

EMBARKATION ORDERS: Anthony Quayle gives last-minute instructions to his company before they left Stratford-upon-Avon for their nine-month tour of New Zealand and Australia. On Mr. Quayle's left is Julia Wootten, who will be his stage director during the tour, which begins on January 29 at Auckland, New Zealand. Next season (Stratford's 94th) will be the first in which the Memorial Theatre has sponsored two major companies acting at the same time.

A REST DURING FINAL REHEARSALS: Left to right are—Charmian Eyre, Jane Holland, Rosalind Atkinson, Joan McArthur and Zena Walker. Leo McKern (Jane Holland's husband) and Raymond Westwell (Joan McArthur's husband) will be with the company on tour.

THE WARDROBE MASTER PACKS THE COSTUMES: Max Miller faced a formidable task with a slightly harassed smile when he organised the packing of all the costumes for the three productions of the tour—*Othello*, *As You Like It* and *Henry IV, Part One*.

THE LEADING LADY PREPARES FOR THE TOUR: Twenty-two-year-old Barbara Jefford is to take the parts of Rosalind in *As You Like It*; Desdemona in *Othello*; and Lady Percy in *Henry IV, Part One*.

M. BIDAULT TRIES HIS PRACTISED HAND AT CABINET-MAKING : The leader of the M.R.P. surrounded by journalists as he left the Élysée after being asked by President Auriol to see if he could form a Cabinet to take the place of that of M. Pinay, who resigned, presumably because he thought that sectional interests were about to get the better of his Budget proposals.

SEARCHING FOR A FRENCH GOVERNMENT

M. Pinay Resigns, the Gaullists Fail, and the Ball is Then Passed to Bidault

Ten months is a remarkable spell for a French Government, and since the war only M. Queuille, the country doctor, has vied with M. Pinay. The latter's was a redoubtable performance, because he came in ten months ago as stop-gap at a time of financial crisis, and by solid persistence succeeded where all others had failed. M. Pinay did not manage to solve the chaotic financial situation in France, but he succeeded in keeping the position steady. When M. Pinay took office confidence in the franc was slipping, and the balance of foreign trade was deteriorating. M. Pinay arrested the threatened decline, and he did this by gaining the confidence of business men and small men of property. Now M. Pinay's situation has been undermined by those very politicians who were supposed to be his supporters, and when he resigned before Christmas he declared his determination to take no part in any Government. The French Assembly, apparently, was unwilling to accept the unpleasant necessities of next year's Budget, and M. Pinay had every reason to believe that a narrow sectionalism was dominating affairs at a time when selfless patriotism could provide the only answer to France's problems.

After M. Pinay came M. Soustelle, the Gaullist, but from the outset his task was hopeless, and he did not attempt to try conclusions with the Assembly. Then followed the familiar figure of M. Bidault. By last Monday Bidault's success did not look certain by any means, as he was faced with the anger of a big group of Independents in the Assembly. It was M. Bidault's party that forced the resignation of M. Pinay. It soon began to be very clear that the formation of France's eighteenth post-war Government was going to be quite a problem.

THE MAN WHO FAILED TO FORM A CABINET AND THE MAN WHO REFUSED HIS PARTY'S AID : *Left*—M. Jacques Soustelle, Honorary President of the Gaullist group in the French Assembly, leaving the Élysée to begin his task of Cabinet-making. Forty-eight hours later he had to admit defeat as M. Rene Mayer (*right*), of the Socialist Radical Party, and his fellow-leaders in the Party refused to support a Gaullist administration. M. Soustelle's failure is also attributable to de Gaulle's attitude.

M. EDOUARD HERRIOT, THE GRAND OLD MAN OF FRENCH POLITICS, WHO HAS SEEN MORE GOVERNMENTS COME AND GO THAN ANY OTHER MAN IN FRENCH POLITICAL LIFE : M. Herriot, who is President of the French Assembly, being assisted up the steps of the Presidential Palace by an official.

THE INEVITABLE JOURNALISTIC FORGATHERINGS AS KEY FIGURES EMERGED FROM THE ÉLYSÉE AFTER CONSULTATIONS WITH THE PRESIDENT OF THE REPUBLIC : *Left*—Francois Mitterand, of the Democratic and Socialist Union of Resistance, besieged by the Press after consulting with the President. *Right*—M. Pinay, the centre of another group after his surprise resignation, which followed ten months of successful restraint amid a chaotic financial situation in France.

THE WAY OF THE WORLD AT THE TURN OF THE YEAR

News from All Quarters During the Last Days of 1952

AN HISTORIC MEETING—THE PRESIDENT-ELECT OF THE UNITED STATES AND THE FORMER SUPREME COMMANDER IN THE FAR EAST : General Eisenhower seen with General Douglas MacArthur after their conference at the home of John Foster Dulles, the Secretary of State-elect, who is seen standing between them, only just in the picture. The two five-star generals declared that they had discussed peace in Korea and in the world generally. The President-elect made no other appointment for the afternoon, so that there might be as much time as possible for discussion, presumably of the clear and definite solution of the Korean War which General MacArthur claimed to have in his possession. General Eisenhower's conference with General MacArthur lasted two hours, and afterwards the President-elect stated that the meeting marked the resumption of a friendship of thirty-five years.

DR. MOUSSADEQ, THE PERSIAN PREMIER, SHAKING HANDS WITH THE AMERICAN SENATOR SPARKMAN, WHO WAS ON A VISIT TO TEHERAN : It is reported that Senator Sparkman was on a short visit to the Persian capital during a world tour studying aspects of the Mutual Security Programme. His visit coincided with a statement by the American State Department on the purchase of Persian oil by individuals and private firms. The Department gave the impression that U.S. companies must decide for themselves whether to try to break the British ban on the sale of Persian oil, but went to considerable pains later to point out that the statement was intended to emphasise the legal dangers involved.

On left—

PROPHET JONES, DOMINION RULER OF THE CHURCH OF THE UNIVERSAL TRIUMPH, THE DOMINION OF GOD, TRYING OUT HIS NEW PLUSH THRONE : This was before the dedication ceremonies of his new church at Detroit. The Rt. Rev. Dr. James F. (Prophet) Jones claims as followers 6,000,000 people in forty-five American States, the West Indies and Liberia. His sumptuous throne is equipped with a telephone.

ACCUSED OF SYMPATHY WITH COMMUNISM : Owen Lattimore and his wife leave the Federal Court in Washington, D.C., after the Johns Hopkins University Professor had pleaded innocent to charges of perjury. The former consultant to the State Department of the United States on Far Eastern policy has already undergone several inquiries by Congressional and other bodies into his reputed sympathies towards Communism. On December 16 last, he was indicted on seven counts of perjury, including the charge that he had lied to the Senate Internal Security Sub-Committee when he had stated that he had not promoted Communistic causes. On December 19, the first occasion upon which he had appeared in a court to deny the charges, he was arraigned in the Federal District Court in Washington. His only words were "Not guilty." Bail was fixed at 2,000 dollars and was provided immediately. The trial will probably take place early in March, and Professor Lattimore's counsel, Thurman Arnold, was given until February 16 to file motions attacking the indictment. Judge James B. Kirkland told Professor Lattimore that he was free to go anywhere in the world, but to "be back on the date of the trial."

SYMPATHY FOR THE ROSENBERGS : American sympathisers for the "atom spies," intercepted by the police before they could reach the gates of near-by Sing Sing Prison at Ossining, N.Y., protest against the sentence of death passed on the Rosenbergs for transmitting secret atomic information to the Soviet Union. The group of sympathisers was organised by the Civil Rights Congress, which itself has been declared subversive by the Attorney General. Police prevented them from reaching the prison and they could only march up and down a road near the prison. A wooden barricade was set up in Hunter Street, 500 ft. from the prison gate, and was manned by police, who were armed with "nightsticks," drawn from local towns and villages. At no time did the demonstrators get within 2,000 ft. of the prison, where Julius and Ethel Rosenberg await execution in the electric chair on January 12.

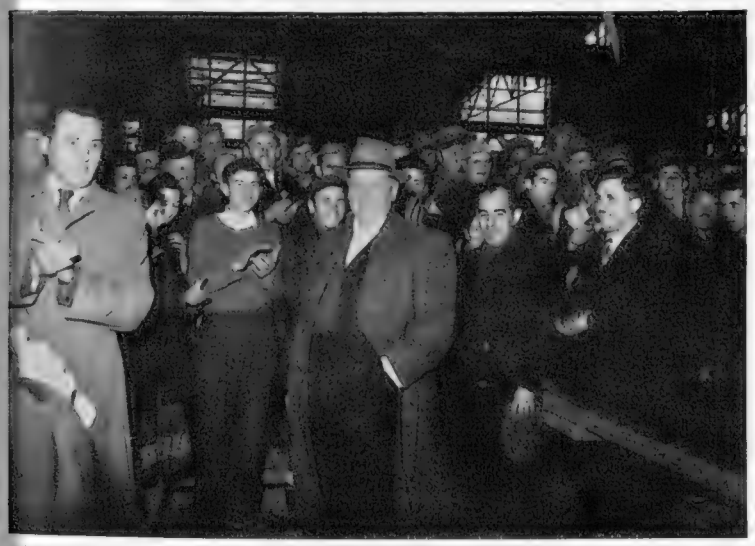
COMMUNIST PRISONERS-OF-WAR ARE MARCHED OUT OF A COMPOUND ON PONGAM ISLAND FOLLOWING A RIOT IN WHICH EIGHTY-SEVEN PRISONERS WERE KILLED : At the head of the column is one of the 120 wounded being carried away from the prison camp in Korea where guards opened fire on 3,600 rioting internees who refused to obey orders and were threatening a mass break-out. The incident occurred in the new enclosures, each designed for 600 internees, on Pongam Island, west of Kcje, from which many of the internees were moved last June after the breaking-up of the Koje compounds.

HONOURING THE DEFENDERS OF NA SAM : The honour guard and flag bearer of the 3rd Colonial Parachute Regiment on parade near the front line in Indo-China, when the French Commander-in-Chief in the Far East, General Raoul Salan, paid a visit to the front to congratulate the troops defending the Na Sam position against an overwhelming enemy force which threatened at one time to engulf all the French positions.

On left—

GENERAL RAOUL SALAN SURVEYS THE FIELD OF BATTLE : The French C.-in-C. in Indo-China questioning one of the officers who took part in the defence of the peninsula.

A GROUP OF KAZAKS FROM EAST TURKESTAN SEEN ON THEIR ARRIVAL IN ISTANBUL AFTER A SIXTEEN-YEAR FLIGHT FROM COMMUNIST DOMINATION : The Kazaks seen above are part of a group of 102 who arrived in Istanbul in November. Their flight began in 1936 : they left their tribal lands in Eastern Turkestan when a new Chinese governor, a Communist, assisted by the Russians, instituted his own private purge. Communism has tended to follow the wandering Kazaks, as their new farm home granted by the Turkish Government is situated by the eastern frontier, near the rich Russian oil areas. The Kazaks are descendants of the warriors who fought Genghis Khan, and their sixteen-year trek carried them through the vast open spaces west of the Gobi Desert.



MARSHAL TITO PAYS A VISIT TO THE WAGON FACTORY IN WHICH HE WAS AN EMPLOYEE : Marshal Tito is greeted by the staff of the Dragoslav Djordjevic-Goss wagon factory in Smedervska Palanka, where he worked in 1926-27, and whose delegate he was at the congress of the C.P.Y. in Zagreb in November 1952. During his speech at the factory the Marshal referred to his forthcoming visit to England, when he will be the guest of the British Government. Marshal Tito's visit to the factory was made just before his Government announced that they had broken off diplomatic relations with the Holy See. This move was the climax to the mounting tension between Yugoslavia and the Vatican and followed on the elevation of Mgr. Stepinac to cardinal, which action was denounced by the leader of the Yugoslavs as an "insult."

BUILDING THE BAYSHORE FREEWAY VIADUCT IN SAN FRANCISCO, CALIFORNIA : The crane is lowering a section of steel bracing between the beams of the steelwork, which is now nearing completion. The raised section in the upper left of the photograph will permit another section to pass underneath. The viaduct, which is nearly a mile long, is part of a great project to relieve traffic congestion towards the southern outlet of the city, and which will eventually provide more than three miles of elevated roadways within the city limits.

FOR ITS CHRISTMAS BALLET THE SADLER'S WELLS COMPANY HAS REVIVED "LE LAC DES CYGNES": The revival was made the occasion of a special performance in aid of the Sadler's Wells Ballet Benevolent Fund and was attended by Queen Elizabeth the Queen Mother and Princess Margaret. In this scene from Act II Beryl Grey as Odette and John Field as Prince Siegfried are shown with the chorus of Swan Maidens. For this production Leslie Hurry has designed entirely new scenery and costumes.

HOLIDAY ENCHANTMENT

CHRISTMAS SHOWS ON THE STAGE AND ON ICE IN THE HEART OF LONDON, AT WEMBLEY, AND IN MANCHESTER

ROYAL VISITORS TO THE BALLET: Queen Elizabeth the Queen Mother and Princess Margaret with Lord Waverley at the Royal Opera House on their arrival to see the gala performance of *Le Lac des Cygnes*. Lady Waverley is one of the members of the committee of the Sadler's Wells Ballet Benevolent Fund.

THE BALLROOM SCENE IN "LE LAC DES CYGNES" WHEN PRINCE SIEGFRIED TURNS AND SEES THE APPARITION OF ODETTE AFTER HE HAS ASKED ODILE TO BE HIS WIFE: Standing in the centre of the stage are Redfern the witch, and the Queen. This was the first performance of this ballet by the Sadler's Wells Company since July 1951 and it was received with sustained enthusiasm.

LONG AND EXQUISITE OF LIMB, AGREEABLY HUSKY OF VOICE: Hy Hazell, who plays Principal Boy in *Jack and Jill*, the pantomime at the London Casino. *On right*—Charlie Chester as Cheerful Charlie and Hy Hazell in the centre of the stage in the first act of *Jack and Jill*, which nobly sustains the tradition of pantomime in the London Theatre. If this production upholds the ancient tradition, there are at the other end of the scale the ice shows which are now dominating the Christmas entertainment world. In addition to the lavish ice show at Wembley, there is Belita in *Jack and the Beanstalk on Ice* at the Empress Hall, Earl's Court.

"ALADDIN" COMES TO MANCHESTER: The Princess, played by Gloria George, alights from her carriage during the pantomime presented by Emile Littler at the Manchester Hippodrome. Aladdin is played by Margaret Burton and Widow Twankey by Nat Jackley. Others taking part in this pantomime include Jimmy Clitheroe and Martin Lawrence.

TOM ARNOLD'S "HUMPTY DUMPTY" TAKES THE STAGE AT THE PALACE THEATRE, MANCHESTER: A view of one of the scenes in the new pantomime staged by Robert Nesbitt, in which the principal boy, Captain Valentine, is played by Patricia Burke. The laughter is provided by Dame Martha in the person of Norman Evans. Betty Jumel portrays Humpty Dumpty, while among the others taking part are Jean Bayless, Jimmy Lee and Maureen Sims.

THE LAVISH SPECTACLE OF THE ICE SHOW AT THE EMPIRE POOL, WEMBLEY: *On left*—Although the story of the *Sleeping Beauty* has been adhered to throughout most of the production, the finale departs from tradition and the scene of the pantomime is transferred from the first Elizabethan era to the present day. A half-scale model of the Comet in a luminous colour is brought on to the rink and by an original device appears as if in flight. *Below*—In the wedding scene, a huge ornamental cake is "cut" and out step thirty pastry-cooks. *Sleeping Beauty on Ice*, presented by Sir Arthur Elvin and Tom Arnold, and produced by Gerald Palmer, has many celebrated ice artistes in its cast, including America's ice ballerina Gloria Nord (Sleeping Beauty) and Daphne Walker (Prince Charming), who won the British figure-skating championship in 1947.

THE A.A. KEEPS ABREAST OF THE TIMES

Side-car Patrols are Now Equipped with Two-way Radio— The A.A.'s Breakdown System a Model of Efficiency

BY "THE SPHERE" MOTORING CORRESPONDENT

I LIKE the sound of this new Automobile Association scheme under which they have equipped a number of their side-car patrols in the London area with two-way radio. It increases considerably the service offered by this enterprising organisation—biggest of its kind in the world—to members who have the misfortune to break down while out motoring.

The A.A. are the first motoring association in the world to maintain permanent radio contact with key patrols located in strategic positions. It is an important extension of the Association's night breakdown service, under which a fleet of radio-equipped Land-Rovers prowl about in the London area, permanently tuned-in to Fanum House—A.A. headquarters in Leicester Square—and ready at a moment's notice to go to the aid of a member in distress.

These Land-Rovers—they are, in effect, travelling workshops—are in operation on Saturday afternoons and all day Sunday as well as on week nights. The radio patrols will be on duty in daylight hours on London's main approaches and exits every day of the week, and between them the Land-Rovers and side-car patrols will virtually give around-the-clock service within a radius of 20 miles of Fanum House.

That is the range of the A.A. transmitter, but it is estimated that no fewer than a quarter of the number of cars and motor-cycles registered in the U.K. are based in this area. The actual car and motor-cycle "population" of this area at any given moment—including traffic in transit—must be considerably greater.

As soon as possible, the radio patrol scheme will be extended to other big areas of population, and Guildford is the first name on the list. The Land-Rover scheme has already been extended to Birmingham and Leeds.

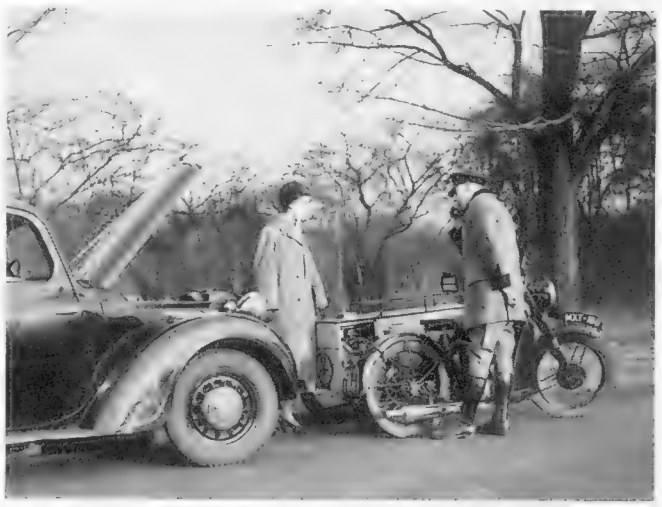
The A.A. wisely take care not to compete with the garages in this business of going to the rescue of members who break down. They keep a list of garages which give an all-night service, and are in constant radio touch with some of them.

I visited, the other day, the control room in Fanum House from which the Association's experts operate their breakdown system. It is a model of efficiency. On a wall map I was shown the central area of London in which the Land-Rovers mainly operate, and the six outer zones which will be chiefly the responsibility of the side-car patrols.

When a radio patrol has been instructed to go to the assistance of a member who has telephoned Fanum House, a disc is attached to the map to show where he is. Treated in this way, the map tells at a glance how the Association's radio patrols are employed and dispersed.

THE A.A.'s NEW SCHEME FOR RADIO-INFORMED PATROLMEN

On left—**THE OPERATIONS ROOM FOR THE AUTOMOBILE ASSOCIATION'S NEW SCHEME FOR RADIO ROAD PATROLS:** Into this room at Fanum House, London, the Association's headquarters, come the incoming telephone calls from motorists in difficulties. Ten telephonists sit round an octagonal table, above them is a rotating drum (seen in the top left-hand corner of this picture) on which is pinned information and references. *On the right*—The radio cabin at Fanum House: The man on the left is handing the radio operator a message from a motorist who has called the headquarters by telephone. The man on the right ascertains from the map the position of the nearest patrolman, who will be called over the radio and directed to the motorist. At the moment the scheme is confined to an area within twenty miles of London, which has been divided into six zones. The intention is to concentrate on the main approaches and exits to London, although the flexibility offered by radio control will enable patrols to be directed where required



THE NEW SCHEME IN OPERATION: The patrolman has been directed to the motorist and now seeks further information from headquarters. As can be seen from this photograph, the wireless set is installed in a compartment in the rear of the side-car.

THE OLD SALUTE BUT A NEW INSTALLATION: A patrolman, with the new radio fitted on his motor-cycle, acknowledges a member.

That was a fine "do" at the Royal Festival Hall the other night—I refer to the Silver Jubilee banquet and ball of the British Racing Drivers' Club, first major event of its kind to be staged in the modernistic setting of the Festival Hall.

I heard varied opinions on the choice of the Festival Hall for this party. The tables were not laid out in the hall itself, but in what I suppose they call the foyer—that part of the building where the long down-stairs bar is located, midway between the foot of "green" stairs and "red" stairs.

Members who sat with their guests near the long top table seemed to like the novel setting. Those "tucked away" against the cold-looking glass walls were not quite so enthusiastic. I personally think the Club acted imaginatively in choosing the Festival Hall for this historic event—but hope they will go back to one of the big West End hotels for future annual dinners.

The banquet was presided over by the Duke of Edinburgh, who is president-in-chief of the B.R.D.C. (Earl Howe is president), and who made an excellent little speech, in the course of which he proved once again that he takes a close interest in motoring.

He spoke of Britain's success in Formula III racing (for cars of 500 c.c.), and said that British drivers, in whatever class they compete, or whatever type they drive, had always been in the top flight. "Winning races may not necessarily sell motor-cars," said the Duke, "but on the other hand it provides a very good shop-window for everything that is made in this country and for the skill and engineering ability of our people."

The banquet was attended by representatives of a number of Continental motoring organisations. They saw the Duke present to Stirling Moss the B.R.D.C. Gold Star for 1952—"badge" of Britain's champion racing driver. Stirling has won the Star for three successive years—a feat achieved only once before (by Prince Birabongse, better known as "Bira").

Rarely has a new car gained such well-deserved, valuable publicity as the Humber Super-Snipe by completing two record long-distance runs. A team including racing drivers Stirling Moss and Leslie Johnson drove a perfectly standard Snipe from Norway to Portugal in 90 hours. Altogether they drove through fifteen countries for a total distance of 3,352 miles. They set out to average 28 m.p.h., inclusive of all refuelling stops and frontier formalities. By clipping 30 hours off their scheduled time of exactly five days, they set up the remarkable average of 36 m.p.h. How's that for fast, reliable touring? And, incidentally, a nice piece of team work and some magnificent driving!

The same can also be said of another run in another new Super-Snipe—a run which in many ways was more spectacular, but which was carried out without any preliminary trumpet-flourish. I refer to George Hinchcliffe's record-breaking drive, with Messrs. R. Walshaw and C. Longman as his co-drivers, from London to Cape Town—10,000 miles—in 13 days 9 hours and 6 mins.

Hinchcliffe, who wears a beard, is forty-one years old. He was formerly a bus driver, but now has his own garage in Bradford. His exploit in the Super-Snipe beat by more than eight days his own London-Cape record in a Hillman Minx—another product of the Rootes Group.

Motoring enthusiasts in many different parts of Britain are busy getting ready for the Monte Carlo Rally, which begins on Tuesday, January 20, and finishes in Monaco on Friday, January 23. Maps are being looked out and time schedules meticulously prepared. Special clothing and equipment are being got together and cars are being carefully tuned and—in many cases—fitted with special snow tyres.

Two items of "luggage" that many competitors will make a "must" are snow chains (with perhaps a light shovel thrown in, in case they find themselves slithering into a ditch), and "keep awake" tablets in case drowsiness sets in. Did I say "in case"? It's bound to.

The only sleep you get is the "cat-naps" you snatch—if you can—in the back when you are neither driving nor navigating. You are on the go non-stop (except for refuelling man and machine) from the time you leave Glasgow (or Stockholm, or Lisbon, or any of the other starting points) until you reach Monte Carlo. And the last few hundred miles, when you are really getting tired and beginning to yearn for a proper shave and a nice hot bath, are often the worst, with a fiendish admixture of snow, ice and fog.

Britain won the Rally last January through the skill and courage of Sydney Allard, driving one of his own saloons. It was twenty-one years since a Briton had won the Rally. That man was Donald Healey, who has been in the news quite a bit lately. There is another big British entry for this month's event.

I recently sampled another form of motor sport when I drove down to Rodborough Common, in Gloucestershire, just outside Stroud, to watch the London Motor Club's "Gloucester" reliability trial. After the London fog the snow-clad Cotswolds seemed like fairy-land in the brilliant sunshine, though there had been a few anxious moments on ice-bound roads on the way down.

I expected to find Stanley Turner, the Clerk of the Course—a great enthusiast with boundless energy—full of despair at the impossibility of the conditions. But not a bit of it! He was full of beans, as ever. "Had to scrub a few of our special tests," he said, "because we couldn't expect the chaps to charge through snowdrifts 6 ft. high. Otherwise, everything's under control and it should be a good day, with plenty of fun." There was!—and full credit to Mr. E. J. Chandler, of Slough, who won the event in a "special" powered by a Ford Prefect 10-h.p. engine.

These trials "specials" are fantastic creations. They bear little resemblance to normal cars and are often made up from bits and pieces "cannibalised" from a variety of cars. You find the engine and radiator in all sorts of strange places, the ruling passion being to keep the cars as light as possible, and put as much of the weight as possible over the back wheels, to improve adhesion on the freak hills where every fraction of a second counts as they charge up the steep gradients, their wheels spinning madly and throwing up a fusillade of mud-clots.

It's an exciting business and, thanks to people like Stanley Turner and Bob Podevin, the secretary of the meeting, the Gloucester Trial is one of the best of the "classic" meetings.

And now for some snippets of news to round off my fortnightly review of the motoring scene. . . . Juan Manuel Fangio, famous Argentine racing driver, has bought a 150-m.p.h. Jaguar XK120 C, of the type which in 1951 was the first British car to win the Le Mans 24-hours race for sixteen years. . . .

At the time of writing, very few cars were still "on covenant," those still "covered" being the Austin Seven, Morris Minor, Ford Prefect and Anglia, and the Vauxhall Wyvern and Velox. . . . A report from the United States says that Ab Jenkins is planning to capture the late John Cobb's world-speed record of 394.2 m.p.h. in 1954 in a jet-propelled car which he hopes will do 450. . . .

The B.R.D.C. have accepted an offer by the Vacuum Oil Company to give them a perpetual trophy to be known as the John Cobb Memorial Trophy, and have appointed a sub-committee to determine the conditions of the award. . . .

Just before the Christmas holiday, news was received that the Standard Motor Company has made a temporary reduction in the price of a limited number of Vanguard saloons. The basic model without extras is now selling at £794 16s. 8d., including purchase tax, instead of £919 5s. 7d. The reduction is equal to a cut of approximately half the purchase tax.

TO WOMEN— about BANKING

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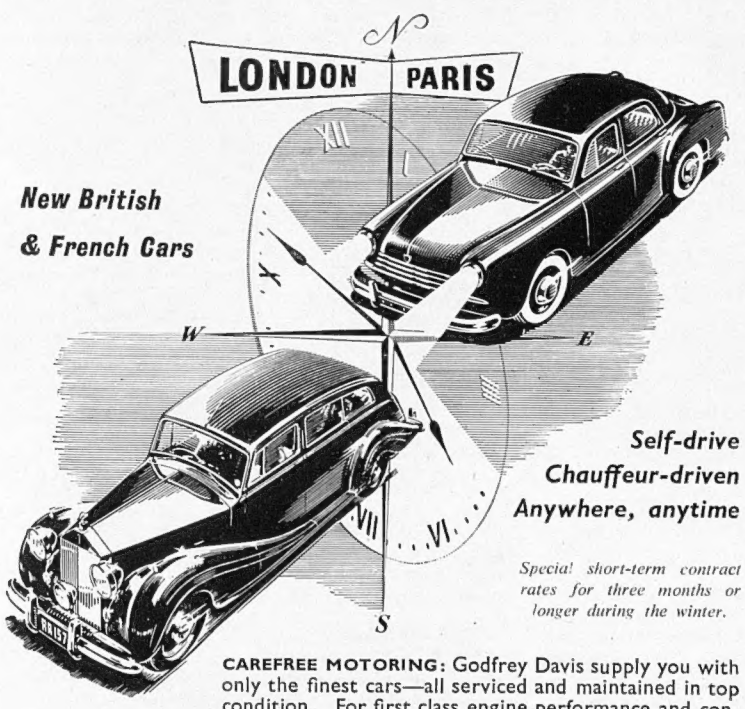

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The World of Books—By VERNON FANE

SALUTE THE RED DUSTER

Commander Campbell's Vivid Reminder of Our Debt to the Merchant Service

IT is a fortunate thing for this country that there are hundreds of thousands of men in it who disagree with Dr. Johnson's dictum that "No man would go to sea who had enough contrivance to get himself into gaol." The Royal Navy, the Reserves and our splendid Merchant Navy are proofs that for once the mighty Doctor was wrong, and wrong on the same vast scale as he was more frequently right. Fresh chapters of the history of the Merchant Navy are always being added, and now Commander A. B. Campbell, of broadcasting fame, has written SALUTE THE RED DUSTER (Christopher Johnson. 15s.), which is a vivid reminder of our debt to that Service.

All the stories in the book are authentic and were told to Commander Campbell in the first place by participants in the actions he describes, whether the ordeal of torpedoing and open boats in the North Atlantic, or the terrible hardships of the convoys to Russia. Typically, there are some interludes from the Commander's own experiences, such as an astute discovery made during the First World War, and an anecdote about a friendly Indian (rather surprisingly called Noel), but the writer succeeds in his main object, which has been to show us, and indeed to high-light for us, the courage, efficiency and endurance of some of the bravest among our sailors.

SIR IAN FRASER APPEALS ON BEHALF OF THE BRITISH WIRELESS FOR THE BLIND FUND: Sir Ian, who broadcast the annual appeal on Christmas Day, describes one of the 4,000 wireless sets distributed each year to Mr. Stewart Craig, a New Zealander who was blinded in the Korean fighting. With them is Mrs. Craig, who met her husband on board the ship bringing him to England for training. Each year about £28,000 is subscribed to the Fund at 159, Great Portland Street, London, W.1, but it is hoped this year that about £45,000 will be raised.

Not all deeds of courage are confined to the high seas, however, and the life of the Australian singer Marjorie Lawrence gives an example of this quality in a less spectacular but equally real form. INTERRUPTED MELODY (Falcon Press. 15s.) is her autobiography, and it tells, with her own blend of candour and emotion, the story of her determined rise from a farmstead in the bush to the opera star of Paris and New York. At the peak of her career in 1941, and actually while singing the role of Brunnhilde in *Die Walküre* in the Mexico City Opera House, Marjorie Lawrence collapsed with poliomyelitis. Her recovery was astounding, but even so, it left her partly paralysed, unable to stand or walk.

For most people this would have been the end of an operatic, or indeed a singing career, but not for Miss Lawrence, who started work again, singing at first over the radio, then for wartime charities, and finally touring the United States, and later the Pacific bases, singing to American and Australian fighting men. After five years she was able to do what she thought had been lost to her for ever. For all these years she had been singing from her wheel-chair; now, in the exacting part of Elektra, Marjorie Lawrence sang standing up on the stage of the Chicago Opera House, and knew that, in her own words, "in God's good time I would walk again." This is an inspiring story, interesting in its professional technicalities, and above all, encouraging to those who believe in the strength of the human spirit.

From the nobility of these themes to the ingenuity of advertisers. Mr. E. S. Turner writes of THE SHOCKING HISTORY OF ADVERTISING! (Michael Joseph. 15s.), and makes a very good job of his task. Dr. Johnson appears again, this time with an opinion that has given considerable pleasure to succeeding generations of advertising men: "The trade of advertising," he wrote in 1759, "is now so near to perfection that it is not easy to propose any improvement." This was the period in which, through these perfected arts, a perfumer begged to acquaint the public that he had just slaughtered a large Russian bear, and that its grease was to be had in pots for two-and-sixpence, or that the "exercise of the snuff-box according to the most fashionable airs and motions" might be taught. Mr. Turner is really to be congratulated and, more important, his book should be studied by all those people who appreciate the vagaries of any country's domestic history, and by those who uphold the integrity of the modern advertising business.

For the latter category there is also a book of brief essays and pieces by the late and very much regretted Robert Benchley, who called his collection AROUND THE WORLD BACKWARDS AND SIDEWAYS (Dobson. 10s. 6d.). Illustrated by that contemporary genius, Gluyas Williams, these pages will enliven your New Year reading, ease the tension that results from the New Year post, and help you to face the next twelve months with a confident, if cynical, smile.

Mr. Benchley was a writer who, in print, admitted to a number of problems, and wrote of them with a serious concentration that always led to hilarity. Whether it was the problem of tipping the staff after a week-end visit (nowadays the hostesses themselves might be glad of the tips they don't get), or being a middle-aged man at a football match, or trying to get a telephone number in the lunch-hour, or testing the fattening effects of hiccoughs or of a new vitamin, Mr. Benchley wrote about them with his own special kind of remote gusto that has never yet been bettered.

Mr. Neville Blackburne writes in an equally enquiring but a more tender mood of the period in England, between 1780 and 1830, when a sequence of women began to make possible the eventual change in woman's status, from total dependence to a measure of independence and equality. In her introduction to LADIES' CHAIN (Falcon Press. 21s.), the Dowager Marchioness of Londonderry writes of the eighteenth century and indeed the Tudor standards of education for women, which were only to be replaced by the Hanoverians with their dreary conceptions of woman's place being in the kitchen. In the First World War, writes Lady Londonderry, when it fell to her to suggest that women should fulfil other roles than the tending of the sick, or working parties, she was the target for wholesale abuse. Having read Mr. Blackburne's book, she thinks that a fit quotation might be: "*Plus ça change; plus c'est la même chose.*"

Beginning with the Queen of the Blue Stockings, Mrs. Elizabeth Montagu and her detractor (Dr. Johnson again), Mr. Blackburne skirmishes through the end of the eighteenth century, writing of Lady Buckingham, "Faro's daughter," the English Margravine of Anspach, Lady Melbourne (and, inevitably, Caroline Lamb and Lady Byron), and the great Duchess of Devonshire, and skips into the nineteenth century with the formidable Lady Holland, to be followed by Lady Jersey, Princess Lieven and Lady Blessington, among others. His book is extremely entertaining, although it covers little fresh ground, and although its characters are brilliant hostesses rather than intrepid pioneers in the fight for women's rights.

Of this week's novels the most ambitious is JULIEN WARE (Robert Hale. 10s. 6d.), and I think that is the right term for it, although it deals only with the fortunes of one man. I think that often a novel of apparently wider scope relies on the number and confusion of its cast and changing scene to make it a "big" novel when, in fact, it is only a busy one. Mr. Guthrie Wilson has concentrated everything, on the contrary, on the person of one ambitious youth, his closely-blinkered outlook, his career and his loves, and has made a considerable, though not an entirely successful book out of his story.

I greatly enjoyed Mr. Wilson's first novel, *Brave Company*, and in spite of the complete difference of theme and setting, find some of the same qualities in this novel—almost a progress report—about a New Zealander whose fanatic ambition is to own the land on which his father has worked as a rabbit-catcher, and to marry the beautiful daughter of his father's employer. The writer's talent is evident not only in the fact that his story is so readable and so engrossing, but because his central character, who should, by the rules, have been totally unsympathetic, comes to life as a man one can understand and respect for his honesty.

LOVE IS MY VOCATION (Wingate. 10s. 6d.) is likely to make a greater appeal to Catholic readers than to others since it is a novelist's version of the life of Ste. Thérèse of Lisieux, who lived and died at the turn of the century and was canonised twenty-seven years ago. Mr. Tom Clarkson writes reverently of his young subject, yet analytically, giving his own version of the steps by which the simple, provincial girl from Alençon found her vocation, took the veil and died in her twenties. Not everyone will find the ecstatic mood in which the author writes acceptable to them, but there is no doubt of his sincerity.

ENTER A PLAYER (Macdonald. 10s. 6d.) is a novel of the London stage and of life in the theatre in the days of Henry Irving and Herbert Beerbohm Tree. It is written with a kind of breathless zest by Hilda Lewis, a novelist of experience who still seems to approach each new subject with the enthusiasm and vitality of a beginner. Leaving aside her style, which is more panting than polished, it can be said that she tells a story with unusual competence and is adept at taking it from event to event without once losing sight of her objective.

Miss Jane Lane writes of plots and counterplots in the days of the Commonwealth and Protectorate, when brave and wily men were already intriguing for the return of Charles II, and the period which was to be known as the Restoration. THE SEALED KNOT (Robert Hale. 10s. 6d.) is the story of one such plot, told with a richness of detail and a nice feeling for contemporary manners.

LIBYA, THE OASIS KINGDOM

Nina Epton's North African Story

Libya, the new North African kingdom carved from the wreck of the Italian Empire in Africa, the first-born of the United Nations, made her bow in January 1952, just a year ago, with one flag waving over two capitals, Benghazi and Tripoli. Over this ex-Italian colony, where Rommel and Montgomery fought so relentlessly a decade since, was placed the small, dark and bearded King Idris of the Senussi, the new monarch of the Federal Kingdom, whose task it is to use his twin capitals in balancing rival factions and creating a smooth administration in a land divided by wide areas of desert, straggling across 1,100 square miles between Egypt and Tunis, and reaching deep into the Sahara. In this vast expanse live 1,150,000 poor and illiterate North Africans and 40,000 Italian settlers. Nina Epton has sought to present as complete a picture as possible of this new territory in her book OASIS KINGDOM (Jarrolds. 16s.), taking us from the colourful days when pirates and pashas ruled on the coast and posing some of the many problems confronting the nation to-day. In her concluding paragraphs Miss Epton indicates the vast potentialities of Libya in a hungry world, quoting the message the Delphic Oracle gave to King Battus over 2,000 years ago: "He that is backward to share in the pleasant Libyan acres sooner or later, I warn him, will feel regret at his folly."

With a favourable rate of exchange and a good pair of legs a fine time can be had in the Pyrenees, where the grace and the charm of France blend with the romance and grandeur of Spain. Rebe P. Taylor is an excellent guide, and in PYRENEAN HOLIDAY (Robert Hale. 18s.) the author shows how it is possible to tour through pleasant and remarkably untrodden places, carrying no weighty camping equipment, but just enough of everything to ensure against any surprises from the weather. The book is well-illustrated with the author's photographs, but even more important are the maps which show in thorough detail the various routes across this famed borderland.

With a pleasantly challenging title FOR EPICURES ONLY (Werner Laurie. 21s.), Jean Conil, founder of the International Academy of Chefs de Cuisine, gives some shrewd advice and some irresistible menus. He also spices his volume with Gallic wit and with mouth-watering photography. M. Conil concludes with a short chapter of questions and answers, in which, rather departing from his epicurean theme, he tells us about the Geophahges, the earth-eaters of the Orient, who apparently derive great benefit from this curious habit. M. Conil also tells us that a healthy man consumes 800 lb. of food per year, and that beetroot helps to keep the heart clean.

All over Britain Civil Defence authorities are bent on the task of preparing Civil Defence, and none of them has any real basic knowledge as yet for the task in hand; although there will doubtless be more information when the tidings from Monte Bello have been properly sifted. Dr. J. G. Feinberg has, however, collated a mass of interesting and important material under the title of THE ATOM STORY (Allan E. Wingate. 15s.), and in clear non-technical language he takes the reader step by step along the road that seems to lead to the scientist's Armageddon. This is a valuable book, but very much of an interim statement on this vital question of survival under atomic attack.

ESTUARY SAGA (Witherby. 12s. 6d.) tells of the adventures of a wildfowler naturalist on the River Elbe, one of the finest estuaries for duck and geese in Western Europe. The author, Jeffery G. Harrison, is a keen ornithologist, and a keen observer of men, and the result is an informative and often amusing book, which marks a notable contribution to wildfowling lore. Some very delightful paintings and pen-and-ink drawings adorn the text.

The Coronation Year Edition of WHITAKER'S ALMANACK (Complete Edition. 15s.) now makes its bow. As is customary with the first edition of a new reign, *Whitaker* for 1953 contains, as frontispiece, an eight-colour portrait of Her Majesty the Queen. This appears in all three editions. The 1953 edition is the largest ever to be published, containing 1,174 pages. *Whitaker* for 1953 is commendably up-to-date, for with the easing of printing conditions it has been possible to extend by one month all the annual summaries. The Parliamentary section has been improved by the inclusion of the comparative figures of majorities at the 1950 and 1951 General Elections, which was a popular feature in the 1951 Election Supplement in which they first appeared. The total votes cast for each Party at all General Elections and by-elections from 1945 to the time of going to press are recorded, together with much new statistical and other matter about Parliament The full list of members of the present Government appears for the first time.

BRITISH CATHEDRALS *CANTERBURY*

"The Meanest part was Gold"

BY APPOINTMENT TO THE LATE KING GEORGE VI MOTOR CAR TYRE MANUFACTURERS

After the great fire of 1174 that destroyed the old Cathedral, an ironic situation was created. The authorities ordered that the new Cathedral was to be built on the old Anglo-Norman lines. So a French master-mason was placed in charge. His French-Gothic building was subtly influenced by English craftsmanship and local stone, and still more by a twist of fate, which ended his career through an accident after only four years of building. An Englishman completed the great building six years later. Now the cathedral, mellow with the age of centuries, draws pilgrims from all parts of the world, as it has done since the murder of Thomas à Becket in 1170. Then the pilgrims came barefoot, bearing gifts that enriched the shrine so that Erasmus wrote: "Even the meanest part was gold, every part glistened, shone and sparkled with very large jewels . . ." Today the visitor does not look for gold or jewels. He is content to discover in this place the sense of peace it enshrines, the ancient traditions it sustains, and the spiritual vigour it feeds.

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